Rounding The Corner:
Amherst Solves Traffic and Safety Issues with Unique Twin Roundabout
Submitted By: Larry J. Murphy, P.E.
Lisa D. Sherman, P.E., PTOE
In This Issue:
A Message From the New England Section President ........................................... 2
New England Section Directory .................. 3
The Editor’s Minutes .............................. 4
Newsletter Award Recognition .................. 4
Rounding the Corner: Amherst Solves Traffic and Safety Issues with Unique Twin Roundabout............................... 5
Section Special Recognition Award .......... 9
2013 ITE Annual Meeting Recap ............. 10
New England Section Calendar .............. 11
Roundabout Impacts on Transit Operations .................................................. 12
Thomas E. Desjardins Scholarship .......... 14
Candidates for New England Section Executive Board ..................... 16
Where Are They Now? ........................... 18
Professional Services Directory .............. 19
Committee and Chapter Updates ............ 19
Job Opportunities .............................. 22

NEITE’s mission is to serve its members, the transportation profession, and the public by facilitating professional development and education, promoting the exchange of ideas, and enhancing the professional practice to provide safe efficient cost-effective and sustainable transportation solutions.

A Message from the New England Section President

JOSEPH F. SEGALE, P.E., PTP
Policy and Planning Manager
Vermont Agency of Transportation

Dear NEITE Members:

We are coming to the end of a busy year for the New England Section of ITE and I am looking forward to wrapping it all up at the Annual Meeting in December. It is clear our members have met the challenges and exceeded expectations this year and we are ready to look forward.

Section Elections

It is time again to elect members of the New England Section’s Board of Directors. We are fortunate to have a slate of dedicated and energetic candidates for new directors and officers. The Section transitioned to an on-line election system a few years ago, but participation has remained at about the same level. Please take a few minutes to vote to show your support for the volunteers that lead the organization.

The Role of ITE

At the Board’s September meeting in Waltham, we had an important discussion about the role of ITE. Should the New England Section and state chapters be more engaged in transportation policy making? Is ITE leading or following on critical issues such as safety, livability, and climate change; and how can we attract active participation from the newest generation of transportation professionals? It is encouraging that Jason M. DeGray, P.E., PTOE, Chair of the Emerging Professionals Group, is pushing the Board to think about these challenges. Jason has taken the initiative to organize a panel discussion at the Section’s Annual Meeting in December which will include leaders from the section, district and international levels of ITE and partners from the organization Young Professional in Transportation (YPT). I encourage everyone to participate in the discussion and to share your ideas.

The Section Needs Your Help!

One thing is for sure, there are plenty of opportunities to get involved and to help shape New England Section’s future. We continue to look for a person to lead the Legislative Liaison Committee and the current chairs of the Emerging Professional Group, Continuing Education Committee, and the Section’s website have all expressed interest in moving on. Everyone is doing a terrific job but they are willing to step aside to give others a chance to lead. These committees will play an important role in addressing the challenges discussed above. Please contact me if you have an interest in any of these positions.

Acknowledgements

The New England Section is driven by its members and I want take this opportunity to acknowledge some important changes. First, Roger J. Dickinson, P.E., PTOE is stepping down from the Executive Board due to other commitments and decided not to accept the nomination to run for the Section’s Vice President. Roger served on the Board twice and his hard work and wisdom will be missed. In Waltham, we recognized the many contributions of John R. Mirabito, Jr., P.E., PTOE with the Section’s Special Recognition Award. Our thoughts are with John as he faces his next challenge. Congratulations to Ken J. Petraglia, P.E., PTOE for his election to the ITE International Board of Directors. Ken will represent the Northeastern District well and is replacing Paula F. Benway who has done a fantastic job of engaging and listening to the New England Section.

As my one-year term as president comes to an end I have been thinking about how the NEITE founders designed an excellent system to ensure constant renewal. I am looking forward to passing the baton because I see all the energy and ideas coming from the next leaders and am confident they will make a positive difference. Thanks for everything you do, and please contact me at joe.segale@state.vt.us or 802-477-2365 with any questions, comments or suggestions.

Sincerely,

Joseph F. Segale, P.E., PTP
New England Section President
New England Section Directory

Executive Board:

President – Joseph F. Segale, P.E., PTOE
Vermont Agency of Transportation
1 National Life Drive | Montpelier, VT 05602
P: (802) 828.3968 | Joe.Segale@state.vt.us

Vice-President – Michelle Danila, P.E., PTOE
Toole Design Group, LLC
33 Broad Street, Suite 405 | Boston, MA 02109
P: (617) 619.9910 | mdanila@tooledesign.com

Secretary – Joseph A. Hallisey, P.E.
Parsons Brinckerhoff
148 Eastern Blvd, Suite 200 | Glastonbury, CT 06033
P: (860) 815.0269 | Hallisey@pbworld.com

Treasurer – Roger J. Dickinson, P.E., PTOE
Lamoureux & Dickinson, Inc.
1010 Wethersfield Ave, Suite 305 | Hartford, CT 06114
P: (860) 513.1503 | koho@beta-inc.com

Senior Director – Alan T. Cloutier, P.E., PTOE
Pay, Spoford & Thordrike, Inc.
5 Burlington Woods | Burlington, MA 01803
P: (781) 221.1000 | Acloutier@fstinc.com

Senior Director – Jeffrey R. Gomes, MCPPO
Massachusetts Department of Transportation
519 Appleton Street | Arlington, MA 02476
P: (781) 641.8318 | Jeffrey.R.Gomes@state.ma.us

Junior Director – Rebecca L. Brown, P.E., PTOE
TEC, Inc.
65 Glenn Street | Lawrence, MA 01843
P: (978) 794.1792 | rbrown@theengineeringcorp.com

Junior Director – Nick M. Fomenko, P.E., PTOE
BETA Group, Inc.
1010 Wethersfield Ave, Suite 305 | Hartford, CT 06114
P: (860) 513.1503 | nfomenko@beta-inc.com

Immediate Past President – Kien Y. Ho, P.E., PTOE
BETA Group, Inc.
315 Norwood Park South | Norwood, MA 02062
P: (781) 255.1982 | kho@beta-inc.com

Standing Committee Chairs:

Awards – Douglas C. Prentiss, P.E., PTOE
P: (781) 221.1000 | dprentiss@fstinc.com

Charter/ByLaws – Kim E. Hazarvartian, Ph.D., P.E., PTOE
P: (603) 226.4013 | keh@tepllc.com

Chronicle Editor – Samuel W. Gregorio, E.I.T.
P: (978) 794.1792 | sgregorio@theengineeringcorp.com

Chronicle Committee – Daniel M. Dulaski, Ph.D., P.E.
P: (617) 373.7034 | ddulaski@coe.neu.edu

Continuing Education – Alan T. Cloutier, P.E., PTOE
P: (781) 221.1000 | Acloutier@fstinc.com

Emerging Professionals – Jason M. DeGray, P.E., PTOE
P: (978) 570.2981 | jdegray@gnipnet.com

Goals/Objectives – Kien Y. Ho, P.E., PTOE
P: (781) 255.1982 | koho@beta-inc.com

Historian – John P. Thompson, P.E.
P: (203) 294.2034 | jpthompsonpe4@aol.com

Industrial Support – William P. McNamara
P: (401) 231.6780 | billmc@oceanstatesignal.com

Legislative Liaison – Open Position

Membership – Rebecca L. Brown, P.E., PTOE
P: (978) 794.1792 | rbrown@theengineeringcorp.com

Nominating – Kenneth J. Petraglia, P.E., PTOE
P: (781) 255.1982 | kpetraglia@beta-inc.com

Past Presidents Council – Diane W. Morabito, P.E., PTOE
P: (603) 582.5252 | mtrdwm@myfairpoint.net

Program – Jeffrey R. Gomes, MCPPPO
P: (781) 641.8318 | jeffrey.r.gomes@state.ma.us

Public Relations – Roger J. Dickinson, P.E., PTOE
P: (802) 878.4450 | roger@LDengineering.com

PR Communications – Nick M. Fomenko, P.E., PTOE
P: (860) 513.1503 | nfomenko@beta-inc.com

Strategic Plan – John R. Mirabito, Jr., P.E., PTOE
P: (603) 603.669.1555 | jmiranbito@hoyletanner.com

Student Chapter Liaison – Steven M. Tupper, E.I.T.
P: (508) 362.3828 | stevenmtupper@gmail.com

Technical – Michael W. Wasielewski, P.E., PTOE
P: (781) 255.1982 | mwasielewski@beta-inc.com

Tom Desjardins Scholarship – Rod C. Emery, P.E., PTOE
P: (617) 242.9222 | roder.emyer@jacobs.com

Website – Samuel W. Gregorio, E.I.T.
P: (978) 794.1792 | sgregorio@theengineeringcorp.com

State Chapter Presidents:

Connecticut – Ranjit A. Bhave, P.E.
P: (203) 630.1406 | rbhave@blcompanies.com

Maine – John Q. Adams, P.E., PTOE
P: (207) 514.9544 | johna@miloneandmacbroom.com

Massachusetts – Daniel Nelson, P.E.
P: (617) 482.7080 | dnelson@hshassoc.com

New Hampshire – David J. Debaie, P.E., PTOE
P: (603) 669.8672 | dave.debaie@tantec.com

Rhode Island – Francisco J. Lovera, P.E.
P: (401) 222.3024 | flovera@dot.r.I

Vermont – Jenny Austin, P.E.
P: (802) 425.7788 | jaustin@vhb.com

Useful Links:

Institute of Transportation Engineers:
http://www.ite.org

ITE Northeastern District:
http://www.northeastermite.org

ITE New England Section:
http://www.neite.org

ITE Upstate New York Section:
http://www.itenyupstate.org

ITE New York Metro Section:
http://ite-metssection.org

Young Professionals in Transportation - Boston Chapter
http://www.yptboston.org/

Boston Society of Civil Engineers:
http://www.bsces.org

American Society of Civil Engineers:
http://www.asce.org

ASCE New Hampshire Chapter:
http://www.ascenh.org

ASCE Vermont Chapter:
http://sections.asce.org/vermont

ASCE Maine Chapter:
http://www.mainescal.org/maine

ASCE Connecticut Chapter:
http://www.csce.org

ASCE Rhode Island Chapter:
http://riascce.org

Urban Land Institute:
http://www.uli.org

MA Association of Consultant Planners:
http://www.macponline.org

The American Planning Association
New England Chapter:
http://www.mpnap.org

APA Massachusetts Chapter:
http://www.massapo.org

APA Connecticut Chapter:
http://www.ccpo.org

APA Rhode Island Chapter:
http://www.rhodeislandapo.org

On the Cover: View of Atkins Corner
Double Round-a-bout in Amherst, Massachusetts from above looking southwest. Photo Source: CDM-Smith

On the Back Cover: View of Arrigoni Bridge (CT Route 66) over Connecticut River facing east in Middletown, Connecticut. Photo Source: Joseph C. Balskus, P.E., PTOE
On Wednesday August 7, 2013, as part of the ITE International Annual Meeting and Exhibit in Boston, Massachusetts, the New England Chronicle newsletter was recognized as the recipient of the ITE District and Section Newsletter Award for the circulation category of greater than 500. New England Chronicle Editor Samuel W. Gregorio, E.I.T. accepted the award from ITE International President Zaki Mustafa, P.E. at the annual ITE Awards Luncheon.

This is the third occasion that the New England Chronicle newsletter has received the ITE District and Section Newsletter Award. The New England Chronicle received the award in back-to-back years, 2008 and 2009, under Editor Laura Castelli and Vanasse Hangen Brustlin, Inc.

The ITE District and Section Newsletter Award is awarded based on five evaluation criteria, including: overall appearance, efficient use of space and format, content, frequency, and quality of editing. In addition to the New England Chronicle, the Upstate New York Section’s Interchange and the North Carolina Section’s Inciter newsletters received awards in the other circulation size categories.

The staff of the New England Chronicle at TEC, Inc. would like to thank all of those who have contributed to the newsletter over the past calendar year. It takes many people to put together each issue, from article writing to newsletter assembly to keeping track of sponsors in the Professional Services Directory. We look to continue the success over the next calendar year.

Bringing Home the Hardware

I am extremely excited to announce that the New England Chronicle newsletter was named as the recipient of the ITE District and Section Newsletter Award for the circulation category of 500 or more. As stated to the left, I would like to thank all those who contribute to the New England Chronicle on a quarterly basis over the past year. This award will only make our many contributors and the editorial team at TEC work harder in bringing you, the members of the New England Section, more updated news, more interesting engineering solutions, and a more in-depth overview of our hard working Section membership.

The Chronicle was not the only entity to bring home the hardware at the ITE Annual Meeting in Boston. New England Section Senior Director Jeffrey R. Gomes, MCPPO was the recipient of the ITE Consultant’s Council Scholarship and long-time Section member and former Section President John J. Kennedy, P.E., PTOE was announced as the 2014 ITE International Vice-President. Congratulations to both Jeffrey and John.

Finally, at the MAITE Annual Meeting this past September in Waltham, MA, the New England presented the two 2013 Thomas E. Desjardins Memorial Scholarships. This years recipients include: Timothy G. Noordewier from the University of Vermont and David G. Champoux, E.I.T. from the University of Massachusetts Amherst. A profile of the recipients and a brief overview of Thomas E. Desjardins is presented on Pages 14 and 15.

It’s A Roundabout World

In this quarterly issue, our feature article focuses on the newly installed twin roundabout located at Atkins Corner in South Amherst, Massachusetts. The project was aimed at improving safety and traffic congestion issues at this former double T-intersection outside the campus of Hampshire College along the main student commuter artery of Route 116. I myself have spent some time in the queue on every approach to this intersection prior to the twin roundabout’s construction.

The twin roundabouts were not the only traffic circles to be introduced in the area the last few years. A more traditional roundabout was introduced on the north side of the University of Massachusetts campus just six miles north of Atkins Corner. The effects of the new roundabout on public transit is reviewed by Andrew L. Berthaume, E.I.T. of UMass in our Student Research Spotlight.

Contributions to the Section

As I have stated in previous issues, I would also like to take this opportunity to welcome all within the New England Section to contribute their experiences, opportunities, challenges, and innovative strategies to the New England Chronicle; to share knowledge within the many aspects of transportation engineering and planning.

I would again like to thank all contributors to the fourth issue of 2013. Behind the scenes, it takes many people across the Section’s membership to put together the award winner newsletter publication of your New England Section. I hope you enjoy the last issue of the 2013 calendar year.

Samuel White Gregorio, E.I.T.
Chronicle Editor
ggregorio@theengineeringcorp.com

Please remember to visit the New England Section website at http://www.neite.org and our updated Section Directory for information on the New England Section.
Introduction
There was a time when trucks, buses and cars filed into seemingly endless, motionless lines along West Bay and Bay Roads as they waited to cross intersecting Route 116 (West Street). Families and students attempted to carefully cross the busy route to reach Atkins Farms Country Market as cars zoomed past, topping the speed limit. Drivers making a left-hand turn onto Route 116 faced uncertainty from poor sightlines and hoped they would avoid a collision as they merged onto the road. Meanwhile, bicyclists jostled for safe passage through the intersections on their way to and from Hampshire College just to the north.

This scene played out for years during peak hours at the intersections of Bay Road and West Bay Road with Route 116 (West Street) in South Amherst, Massachusetts, until town officials decided a change was needed.

The Town of Amherst found their solution in a smart and innovative design developed by CDM Smith in collaboration with the Town of Amherst Department of Public Works, the Massachusetts Department of Transportation (MassDOT), Atkins Farms Country Market, Hampshire College, the Pioneer Valley Planning Commission (PVPC), and the Pioneer Valley Transit Authority (PVTA). The chosen approach reconstructed, widened and realigned a one-mile section of Route 116 (West Street), and implemented unique twin roundabouts at the Bay Road and West Bay Road intersections. This design not only provided the much-needed traffic calming for increased safety, but also created long-term sustainable and environmentally friendly solutions, while continuing to respect neighboring residents and local businesses.

Sensing Stakeholders’ Needs
Known locally as Atkins Corner, the intersections of Bay Road and West Bay Road with Route 116 (West Street) was the site of many collisions. These were serious issues for roads meant to serve as main arterials through the western Massachusetts town, which is home to roughly 40,000 people while schools are in session; including students and faculty from five local universities and colleges, and a substantial biking population.

Town of Amherst officials desired an efficient hub at the location for pedestrian, bicycle and vehicle traffic that safely linked important businesses like the Atkins Farms Country Market with other major area employers and the Five College Consortium, which includes: Hampshire College, Amherst College, the University of Massachusetts Amherst (UMass Amherst), Smith College and Mount Holyoke College. A politically active and progressive town, Amherst is one of few towns its size that does not have an elected mayor. Instead, Amherst’s government relies on representative town hall meetings and a five-member select board. A major part of getting decisions passed in the Town of Amherst is obtaining the buy-in of the people.

Town of Amherst officials knew they would need to work with an engineering and construction firm to provide a concept design that would gain the full support of its citizens and stakeholders. Once selected to carry out design responsibilities for the roadway realignment project, CDM Smith knew innovation would be key to winning over the Amherst community.

Collaborating to Find the Best Solution
To unite all of the stakeholders and give voice to intense public interest in the project, CDM Smith conducted a design charrette; a unique way to bring many parties together to discuss potential design options and choose a winner.

Rooted in 19th Century France, the word “charrette” comes from a practice where teams of architecture students were tasked with solving a design problem within an allotted timeframe. When time was up, a two-wheeled cart or charrette was pushed around to collect the projects and deliver to the professor, who would then select the best solution. Today, a charrette describes a similar collaboration process between parties with interests in resolving a shared issue.

CDM Smith worked closely with Amherst to conveniently plan and organize this important two-day event, held at Hampshire College. Representatives from the college, Town of Amherst, MassDOT, Atkins Farms Country Market and the PVTA joined about 40 local business owners and residents. The first day of the charrette, held on a Saturday so

Continued on Page 6
members of the community could attend without interrupting their work week, opened with Town of Amherst staff discussing the history and need for the project. CDM Smith transportation and environmental staff then presented concept designs and outlined roadway width limitations, impacts to nearby wetlands and traffic characteristics, while showing aerial photos of the site.

After the initial concepts and design constraints were outlined, attendees divided into groups and developed their own solutions based on conceptual designs. A CDM Smith representative assigned to each group provided expertise and response to questions as each team worked to identify major project needs and fine-tune their design proposals. Each team then presented its design to the larger group and a vote was cast to narrow the field to the two best concepts; one of which was the twin roundabout option. After a consensus was reached, CDM Smith staff took the favored concepts back to its offices to revise before the next charrette meeting.

The traffic implications and design constraints of both revisions were demonstrated at the next gathering. The firm’s technical perspective proved to the majority of the group that the twin roundabout design was the superior alternative and the one Amherst should carry forward. Because residents were allowed to actively participate in the design process, the charrette turned out to be the “most important part of the design process,” according to Guilford Mooring, Superintendent of Town of Amherst Department of Public Works.

“Citizens could directly propose their solutions and get direct feedback from fellow residents and professionals from CDM Smith. These same residents who participated in the first charrette came to follow-up design meetings and were quick to defend the process that came up with the twin roundabout,” said Mooring. “It is far easier to move a plan forward that the residents have helped shape and to which they are fully committed.”

Boosting Safety and Sustainability
The twin roundabout solution integrated a number of sustainable features to meet state and federal requirements and community needs, as well as reduce environmental impacts. In general, roundabouts are a popular green roadway option for their ability to decrease traffic backups, reduce fuel consumption, and improve noise and air quality. By selecting a twin roundabout design for this project, the Town of Amherst would not only achieve these benefits, but it would also ensure immediate traffic calming results and safety improvements for motorists and non-motorists. Other beneficial elements of the design included:

More Efficient Land Use: A land swap between Amherst and the Atkins Farms Country Market was included in the design to relocate Route 116 (West Street) closer to the market and give the business more room to expand its parking lot, improving safety concerns for its customers during the busiest sales periods. Addressing this concern was especially beneficial for Atkins Farms Country Market and its majority owner, Pauline Lannon: “During our busy fall season, our parking lot would fill up very quickly. Some customers had to park on the other side of Route 116 (West Street) and cross over it to get to us,” she said, mentioning that the situation led to several near accidents over the years before the business began hiring police officers to direct traffic.

Space for Future Lane Expansion: Though the twin concept featured single lanes, CDM Smith engineers designed the roundabouts with enough room on the perimeter for two outside lanes to be established in the future. This option was kept open to satisfy projections made by a PVPC regional traffic study, which estimated that by 2026, the Town of Amherst’s population growth may eventually necessitate more access for vehicles at Atkins Corner.

Wetland Protection and Vegetative Swales: CDM Smith’s design included a 12,325 square foot (SF) wetlands replication area and more than 2,000 SF of in-place wetland restoration, including vegetative swales, water quality swales and porous pavement. Vegetative swales lined the roadsides in lieu of curbs and
impacts, the firm prepared and secured a
To minimize unavoidable wetland and stream
pool (amphibian habitat), state
project, including the existence of potentially
CDM Smith environmental scientists assessed
the area using public data and identified
NEPA Categorical Exclusion, U.S. Army Corp of
Engineers Section 404 Permit, MEPA
Environmental Notification Form and Massachusetts Department of Environmental
Protection Section 401 Water Quality
Certification. CDM Smith also partnered with
the Massachusetts National Heritage and
Endangered Species Program (NHESP) to
review and clear the project for any possible
wildlife impacts. NHESP’s evaluation indicated
that the project site was not mapped as a
priority habitat and that no state-listed
species would be affected by the project.

Putting the Pieces Together
With the design, assessments and permitting
finalized, the estimated $6.1 million
construction of the Atkins Corner Project
began in 2011. In addition to the sustainable
features previously mentioned, LED street
lighting and stamped concrete for the
roundabout islands and truck aprons were
also included.

An access road was built around the southern
and western sides of Atkins Farms Country
Market at the southwestern corner of Route
116 (West Street) and West Bay Road to
detour traffic past construction. This road
gave customers a safe way to reach the
market during this phase of the project and
improved the flow of traffic in and out of the
local business. The roadway remains today as
and serves as a main entrance to the Atkins
Farm Country Market.

Hampshire College coordinated with the
project team to identify dates when
construction inconvenienced school
sponsored events. Construction was
completed and the new twin roundabouts

Continued from Page 6

gutters to reduce stormwater runoff from the
roadway. Water quality swales provided
additional enhancements, filtering water
through quality chambers before it entered
the wetlands.

Multi-use trail and porous pavement: To
decrease the environmental impact of the
new roadway alignment, porous pavement
was included on a multi-use pedestrian and
bicycle trail adjacent to the twin roundabout.
This trail is intended to eventually connect the
Five College Consortium. CDM Smith took
over responsibilities for the portion of the
trail nearest the twin roundabouts and
Hampshire College. The inclusion of the multi-
use trail represents a complete streets design,
opening up the road for other users besides
vehicle traffic and improving safety by forcing
drivers to be more aware of their
surroundings.

Ensuring Environmental Integrity
Because the twin roundabouts were backed
by state and federal funds, a number of
environmental assessments and
investigations needed to be conducted and
permits had to be submitted to comply with
the National Environmental Policy Act (NEPA)
and the Massachusetts Environmental Policy
Act (MEPA) before construction could start.
CDM Smith environmental scientists assessed
the area using public data and identified
environmental and cultural constraints to the
project, including the existence of potentially
historic properties, a pond, wetlands, vernal
pool (amphibian habitat), state-listed species
and streams flowing through the area.

To minimize unavoidable wetland and stream
impacts, the firm prepared and secured a

Continued on Page 9

The New England
Section Needs Your Help!
Are you interested in becoming more
involved with the New England Section of
ITE? There are many committees that are
always looking for help.

The New England Section is currently seeking
help in the following Committee Chair
positions:

• Emerging Professionals Group Chair
• Legislative Liaison Chair
• Continuing Education Chair
• Webmaster

Many other opportunities to assist and grow
within the New England Section of ITE exist.
If interested, please email or talk to New
England Section President Joe F. Segale, P.E.,
PTP at Joe.Segale@state.vt.us

Continuing Education
Opportunities in NEITE

The Continuing Education Committee has
been busy planning the training workshop for
the New England Section Annual Meeting on
December 2nd. The Seminar Instructor will be
Joanne G. Linowes, internationally recognized
presentation coach exclusively for A/E/C
firms. Look for the flyer soon.

As always, the Continuing Education
Committee needs your feedback and fresh
ideas for training opportunities that are
innovative and that would draw significant
interest to the Section membership. Most
importantly, training opportunities that
would serve you, the New England Section
membership in the upcoming meetings and
gatherings.

If you have ideas for training sessions that
would benefit the membership the most and
have a high interest level, whether a half-day
or full-day or training, please contact:

Alan T. Cloutier, P.E., PTOE
Acloutier@fstinc.com

Awards Update

Committee Chair: Douglas C. Prentiss, P.E., PTOE

The NEITE Awards Committee is always
soliciting nominees for the following awards:
Transportation Leadership; William P.
McNamara Distinguished Service Award;
Young Professional & Transportation Engineer
of the Year. To nominate, please contact Doug
Prentiss at dprentiss@fstinc.com.
Find The New England Section Online

The New England Section of the Institute of Transportation Engineers is tuning into social media. In order to provide quick updates on events and notices, past and present, the Section is now on both Facebook and LinkedIn.

As of this issue of the Chronicle, our Facebook group has nearly 60 “Likes”. Here you can get updates on future and current events, and even see photos from many of our past events. Feel free to post any discussions or comments on our wall.

Our LinkedIn group is also growing fast. We already have nearly 260 members. Search for “New England Section of the Institute of Transportation Engineers” or follow the link from the NEITE webpage and join the group. We will be posting info on future events here as well. While we can’t post photos here, there are areas for discussions, notices, and even job postings.

Please remember to receive all your updates, news, and Section information at the New England Section website:

http://www.neite.org

For those members of the New England Section that would like to be included on the Section email list for Google Groups, please contact Nick Fomenko, P.E., PTOE at BETA Group, Inc. at nfomenko@BETA-inc.com.

Advertise Your Firm/Company and Sponsor the New England Chronicle Newsletter by being part of the Professional Services Directory

Why Sponsor and Place an Advertisement:

- The New England Chronicle reaches more than 700 ITE professional and student members within the New England Section and many other transportation professionals around the northeastern U.S.,
- Firms/Companies who advertise in the Chronicle can post job opportunities in both the Chronicle and on the New England Section website,
- Firms/Companies who advertise in the Chronicle are highlighted with an business card size ad in both the Chronicle and on the New England Section website’s home page and Chronicle page, and
- Advertisement / Sponsorships run for one (1) calendar year. That includes posting in the next four (4) New England Chronicle newsletters and one (1) year posting on the New England Section website.

How Do I Advertise?:

- The cost of a one year business card size advertisement in the New England Chronicle’s Professional Services Directory is $100 per year, payable to the New England Section of ITE.
- Business Card Size Advertisements should preferably be in PDF format.
- NOTE: NEITE Tax ID: 52-1326217

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Attn: Claire Choquette
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Smithfield, RI 02917

Send Business Card Sized Ad to:
Samuel W. Gregorio, E.I.T.
Chronicle Editor
sgregorio@theengineeringcorp.com

Applications for the future February 1 to 28, 2014 computer-based exams of Professional Traffic Operations Engineer (PTOE) and Professional Transportation Planner (PTP) are due December 11, 2013.

Please note that applications received after the deadline will require an additional $75 late fee to process the application in addition to the application and examination fee that must accompany the application. TPCB will try to accommodate late applications but there is no guarantee they will be able to do so.

For a list of available exam cities, please visit:
Figure 4: The Guide Sign on the Approach to Atkins Corner Twin Roundabout Along West Bay Road (Source: CDM-Smith)

Continued from Page 7

were open for public use in August 2012, in time for the influx of Amherst’s student population and the busy fall season for the market.

Coming Full Circle
Since the twin roundabout configuration and roadway realignment were implemented, vehicle speeds have certainly decreased along the corridor. Vehicle speed data were collected along Route 116 (West Street) during the initial study phases of the project with the 85th percentile speed ranging between 36 miles per hour (mph) and 55 mph.

Following construction, speed data were collected again, resulting in 85th percentile speeds ranging between 36 mph and 47 mph. In all, speeds throughout the project limits have been reduced anywhere between 4 and 26 percent. The most significant decrease in speed was witnessed along both the northbound and southbound approaches to the twin roundabouts, where speeds were reduced between 25 and 26 percent.

In addition to the overall speed reduction, the multi-use path now provides an adequate space for pedestrians and bicyclists to travel the area.

Lannon noticed some hesitancy in residents and some of her customers when first driving on the twin roundabouts, but said, “Once you get used to it, it’s pretty slick.” She also observed the benefits of the twin roundabouts to improving traffic congestion at the site: “I was recently in a long line of cars on Bay Road. Before the roundabouts you might be waiting in traffic forever, but now traffic kept on moving right along.”

Town of Amherst officials were particularly pleased with how the twin roundabouts streamlined traffic flow at Atkins Corner. “The twin roundabouts have completely lived up to our expectations,” said Amherst’s Mooring. “There are no longer long backups during peak hours and there is no waiting for traffic lights to change during non-peak hours.”

According to Mooring, the Atkins Corner project has spurred similar roundabout projects throughout the town, such as one recently designed at the intersection of North Pleasant, Governors Drive and Eastman Lane. Mooring also mentioned that all of Amherst’s intersection analyses now include a roundabout option.

“The project has been a long time coming,” Mooring said, “the process went smoothly and has produced a high quality asset for the community.”

CDM Smith provides lasting and integrated solutions in water, environment, transportation, energy and facilities to public and private clients worldwide. As a full-service consulting, engineering, construction and operations firm, we deliver exceptional client service, quality results and enduring value across the entire project life cycle.

Larry J. Murphy, P.E., CDM Smith Vice President, Senior Transportation Engineer, is a professional engineer with more than 29 years of experience in civil engineering projects across the country. He has a B.S. in civil engineering from the University of New Haven and a B.S. in management from Ferris State University. He is an area manager in CDM Smith’s northeast region and manages several environmental and transportation projects.

Lisa D. Sherman, P.E., PTOE, is a Transportation Engineer and Group Leader for CDM Smith with 18 years of experience working in the transportation field on a variety of projects, including intersection and roadway improvement projects as well as traffic studies. She has a B.S. in civil engineering from Northeastern University. Lisa served as task manager for the Atkins Corner project.

The New England Section Recognizes the Service of John Mirabito

At the joint New England Section and Massachusetts ITE State Chapter Annual Meeting in Waltham, Massachusetts held on September 18, the New England Section recognized and awarded John R. Mirabito, Jr., P.E., P.T.O.E. for his past and continued service to the Section, the Institute, and to the transportation community as a whole. The award was presented to him by the New England Section President Joseph F. Segale, P.E., PTP during the dinner presentation portion of the meeting.

The New England Section would like to once again thank John for his outstanding service to the Institute and to the professional of transportation engineering.

Special Recognition Award:

Presented to:
John R. Mirabito, Jr., P.E., PTOE
Senior Transportation Engineer
Hoyle, Tanner & Associates, Inc.

The New England Section of the Institute of Transportation Engineers’ SPECIAL RECOGNITION AWARD is presented to
John R. Mirabito, Jr., P.E., PTOE, MITE

For Outstanding Service to the New England Section and the field of transportation engineering including contributions on the Technical Committee, Executive Board, President and 2013 Northeastern District Annual Meeting Local Arrangement Committee, and whose efforts led to our Strategic Plan that will guide the New England Section into the future.
A Special Thanks to the Local Arrangements Committee

Chairman:
Kenneth J. Petraglia, P.E., PTOE

Co-Chairman:
John J. Kennedy, P.E., PTOE
Rodney C. Emery, P.E., PTOE

ITE New England Section
Presenters / Presiders

Kien Y. Ho, P.E., PTOE
Neil E. Boudreau, E.I.T.
Craig T. Leiner
Susan E. Clippinger
Kevin E. Hanley, P.E.
Ted J. DeSantos, P.E.
Michael S. Repsch, P.E.
Michelle L. Danila, P.E., PTOE
Jeffrey R. Parenti, P.E.
Cole D. Fitzpatrick, E.I.T.
Ian A. McKinnon, E.I.T.
Radhameris A. Gómez
William R. Lambert, P.E.
Kenneth J. Petraglia, P.E., PTOE
Andrew K. Paul, E.I.T., MBA
Michael A. Knodler, Jr., Ph.D.

Congratulations!
Transportation Consultants
Council Young Professionals
Scholarship:
Jeffrey R. Gomes, MCPPO

District / Section Newsletter
Award:
The New England Chronicle
Editor: Samuel W. Gregorio, E.I.T.
What's Next for ITE? – A Discussion of the Institute’s Generational Relevance

The New England Section would like you to be part of this essential conversation regarding the future of the Institute of Transportation Engineers and if we as a professional engineering society need to re-shape the Institute going forward.

ITE is a great institution. Do we need to make it better? You decide and provide your input at a special roundtable discussion at our upcoming New England Section Annual Meeting in December. Is ITE ready and willing to adapt to changes in our industry and the transformation of cars versus transit? Do we need to? Are grass roots organizations our friends or our competition? What is our role in influencing public policy? Help us shape this intriguing debate to derive consensus but above all, understand the needs of our organization going forward.

Look for this event as a technical session in the afternoon of the New England Section Annual Meeting in Warwick, Rhode Island on Monday December 2, 2013. Be there to listen to the ideals being professed and provide your opinion on what we need to do as the ITE community to address the ever changing landscape of our industry.

Moderator:
Jason M. DeGray, P.E., PTOE - Project Manager - Greenman-Pedersen, Inc.

Panelists:
John J. Kennedy, P.E., PTOE - Senior Principal - Vanasse Hangen Brustlin, Inc.
Joseph F. Segale, P.E., PTP - Policy & Planning Manager - VTrans
Russell B. Holt, E.I.T. - Senior Civil Engineer - Rhode Island DOT
Andrew K. Paul, E.I.T., MBA - Highway Design Engineer - Massachusetts DOT
Kenneth J. Petraglia, P.E., PTOE - Vice-President - BETA Group, Inc.

SAVE THE DATE!!!
ITE New England Section Annual Meeting
Monday December 2nd, 2013
Crowne Plaza Hotel
Warwick, Rhode Island

Section Calendar

November 2013
Rhode Island Chapter Annual Meeting
November 7th, 2013
Hilton Providence Hotel
Providence, Rhode Island

3rd Annual Livable Streets Networking Night
November 19th, 2013
Landsdowne Pub
Boston, Massachusetts

Massachusetts Chapter Fall Social
November 21st, 2013
Sweetwater Tavern
Boston, Massachusetts

December 2013
New England Section Annual Meeting
December 2nd, 2013
Crowne Plaza Hotel
Warwick, Rhode Island

January 2014
Vermont Chapter Winter Meeting
January 22nd, 2014
Location To Be Determined

Connecticut Chapter / CTITS Winter Meeting
January 28th, 2014
Eastside Restaurant
New Britain, Connecticut

Please send all calendar announcements, including the name of event, the contact person, event location and date to the New England Section webmaster and Chronicle Editor, Samuel Gregorio at: sgregorio@theengineeringcorp.com
Roundabout Impacts on Transit Operations: How the Introduction of a Roundabout Helped Improve Transit Reliability

With over 3,500 new installations since 1990, the modern roundabout is becoming a widespread alternative to signalized and stop-controlled intersections in the United States. Multiple studies highlight the operational benefits of roundabouts, indicating that many intersections have seen a reduction in total delay, reduced lane requirements, and in most cases an increase in intersection capacity. Replacing stop signs or traffic lights with yield signs minimizes stopped-and-start-up time delay. On average, intersections with roundabouts see a 30 to 50 percent increase in traffic capacity compared to their signalized counterparts.

UMass Transit Services (located on campus at the University of Massachusetts, Amherst), a contracted provider of public transportation for the Pioneer Valley Transit Authority (PVTA), has grown to service more than 2,800,000 passengers a year in over 9 communities. This award-winning service promotes ridership through “fare free” service and by maximizing user benefits, providing rider accommodations such as bus-mounted bicycle racks (to promote multimodal ridership). UMass Transit understands the importance of promoting ridership to provide commuters with a safe, reliable, and efficient alternative to driving; optimizing transit is a cornerstone solution in addressing growing capacity needs.

UMass Transit Service buses are dispatched from their garage on campus. Many UMass Transit bus routes pass through the intersection of Governor’s Drive, Eastman Lane, and North Pleasant Street at the northeastern corner of the UMass campus. Prior to 2010, this intersection was pre-timed, signal-controlled. The pre-timed signal caused excessive queues during commuter and student peak hours of the day, and intersection operations were unable to accommodate fluxes in traffic volumes that occurred throughout each day. These queues caused significant delays for buses whose routes traversed the intersection,

Continued on Page 13
reducing transit reliability\textsuperscript{11}. Studies have indicated that reliability in public transit and on-time performance can have a significant impact on current and prospective transit ridership\textsuperscript{12}. Therefore, the reduced transit reliability caused by these intersection delays could negatively impact UMass Transit Service’s ridership.

In 2010, the pre-timed, signal-controlled intersection of Governor’s Drive, Eastman Lane, and North Pleasant Street was redesigned as a four approach roundabout\textsuperscript{13}. The redesigned intersection better accommodated bicyclists and pedestrians, while reducing average peak-hour delays at the intersection from 33 seconds to 9 seconds, and average peak hour queues from 22 vehicles to 7\textsuperscript{10}.

UMass Transit Services experienced operational benefits with the introduction of the roundabout. Without excessive queue development at the formerly signalized intersection, the transit service saw massive improvements in reliability. Glenn D. Barrington, Interim Director of UMass Transportation Services explained these impacts through a series of emails and phone interviews, stating that buses were able to remain on-time because they were no longer affected by excessive intersection delays caused by daily fluxes in traffic\textsuperscript{11}.

With the addition of the roundabout, UMass Transit was now able to improve their reliability, further promoting ridership for an already successful bus service. Between FY 2009 and FY 2013, ridership improved by 4.11 percent, servicing a UMass Transit record of nearly 3 million passengers between July 2012 and June 2013\textsuperscript{7}. Barrington says the increased ridership could be caused by any number of factors (including weather conditions and gas prices), and is not necessarily attributed to the addition of the roundabout; however, he agrees that the roundabout has significantly improved transit reliability and bus operation through the intersection\textsuperscript{11}.

Barrington met frequently with project managers and engineers who advised UMass Transit about the improved turning radius and reduced delay at the intersection; however, potential improvements to transit reliability was not directly mentioned in reports\textsuperscript{10,11}.

In conclusion, we know how the modern roundabout can benefit bus services through improved turning radius and reduced delay, but seldom do we investigate impacts on reliability, and potential subsequent improvements in transit ridership. In the case of UMass Transit, the replacement of a pre-timed signal with a roundabout facilitated a more reliable transit service, and a significant ridership increase was observed after the addition of a roundabout. A possible correlation between these two events should be investigated, and other case studies should be considered before any definitive conclusion is drawn.

For the time being, we can safely state that “improved transit reliability” could arguably be a benefit worth emphasizing when proposing to build a new roundabout along a transit route.

References
\textsuperscript{1}www.roundaboutusa.com
\textsuperscript{7}UMass Transit Passenger Counts, FY 2000-2013
\textsuperscript{8}UMass Transit Services. http://www.umass.edu/transport/transit/
\textsuperscript{10}North Pleasant Street at Governors Drive/Eastman Lane, Amherst MA. Functional Design Report. Watertown, MA: Vanasse Hangen Brustlin, April 2010. PDF
\textsuperscript{11}Phone interviews and Email correspondence with Glenn Barrington, Interim Director of UMass Transportation Services. Conducted 7/19-23/2013
\textsuperscript{13}Roundabout Construction Phasing. North Pleasant Street Roundabout Phasing. DRAFT 4/16/10

The original report has been modified for this newsletter. To receive a copy of the original report, for more information, or to express any questions, comments, or concerns regarding this article, please contact: Andrew L. Berthaume, E.I.T. at Andrew.Berthaume@dot.gov

Andrew L. Berthaume, E.I.T. is a Civil Engineering PhD Candidate at the University of Massachusetts Amherst, and is a Community Planner Pathways Student Trainee at the Volpe Center in Cambridge, MA.
Past Recipients

2000:
- Michael A. Knodler, Jr.
  University of Massachusetts Amherst

2001:
- Jeff Gaeta
  Northeastern University

2002:
- Michelle Langone [Danila]
  Northeastern University

2003:
- Emily Knapp
  Northeastern University

2004:
- Michael Seluga
  Northeastern University

2005:
- Nicholas A. Scenna
  Merrimack College
- David S. Hurwitz
  University of Massachusetts Amherst

2006:
- Eric Jackson
  University of Connecticut
- Maaza Mekuria
  Northeastern University

2007:
- Alex Normandin
  University of New Hampshire
- Arianna Mickee [Seguin]
  University of Massachusetts Amherst

2008:
- Samuel W. Gregorio
  University of Massachusetts Amherst
- Deanna A. Peabody
  University of Massachusetts Amherst

2009:
- Erica Swansen
  Northeastern University
- Karen Sentoff
  University of Vermont

2010:
- Steven M. Tupper
  University of Massachusetts Amherst
- Justin M. Curwitz
  University of Massachusetts Lowell

2011:
- Alexander T. Lovejoy
  University of Massachusetts Amherst
- Radhameris A. Gómez
  University of Massachusetts Amherst

2012:
- Ian A. McKinnon
  University of Massachusetts Amherst
- Sarah Casey
  Northeastern University

The Thomas E. Desjardins Memorial Scholarship Fund

RODNEY C. EMERY, P.E., PTOE
Manager Transportation Department
Jacobs Engineering Group, Inc.

In December of 1999, the Thomas E. Desjardins Memorial Scholarship Fund was established by the New England Section of Institute of Transportation Engineers (ITE), and to date, over $56,000 has been raised to honor Tom’s memory and support this scholarship program.

Tom Desjardins was an active member of the New England Section and was well-liked by his peers. He loved his family, his friends, and the engineering profession. Tom’s heart was as big as his smile, and he possessed a passion and a competitive spirit that were infectious. His passing at such an early age left our members and families with a void that was hard to fill.

Tom grew up in Westminster, Massachusetts, where he captained both the football and baseball teams at Oakmont High School. He graduated from Northeastern University in 1990 and immediately started working full time in the Boston office for Vollmer Associates, LLP. Managing Vollmer’s transportation group at the time gave me the opportunity to work with and serve as a mentor to Tom in his early career. Our mutual fascination with golf was a bond, which led to a friendship that endured beyond our busy work schedules.

The idea of coupling Tom’s love of sports with support for engineering students led to the establishment of the Thomas E. Desjardins Memorial Scholarship Fund. The primary source of support for the Desjardins scholarships derives from the annual summer golf tournament, which has become a New England Section tradition. It is followed in golf tournament, which has become a New England Section tradition. It is followed in

situations, and to date, over $56,000 has been raised to honor Tom’s memory and support this scholarship program.

It has been my privilege to serve as Chair of the Thomas E. Desjardins Memorial Scholarship Fund and to work with Ken Petraglia on the application and selection process, with Paul Nauyokas on golf tournament registration, and with Fayssal Husseini, our expert on-site jack of all trades. Each year, a host of volunteers and individuals participate in the tournament, contribute prizes for the raffle, and attempt to keep that yellow ball in play.

Tom’s family provides prodigious support for these endeavors. In the spring Ron, Caroline, Shirley, and Pat make the trip from Western Massachusetts to join us at the annual golf tournament and in the fall to attend the ITE Massachusetts Chapter Annual Meeting to meet the scholarship recipients. Members of the Section are grateful for these opportunities to share fond memories as mentors and colleagues and to hear stories from Tom’s family about his life growing up in Westminster. Recently, we were saddened to learn of the sudden passing of Tom’s mother, Shirley, in September, just a few days after our Scholarship Awards Dinner in Waltham.

Over the past 14 years, 23 scholarships have been presented to dedicated and deserving engineering students. Each year, we award a scholarship to one undergraduate and one graduate student in the field of transportation engineering. It is an honor to recognize each of these past scholarship recipients, which can be seen to the far left of the page.
2013 Thomas E. Desjardins Memorial Scholarship

Undergraduate Student:
Presented to: Timothy G. Noordewier

The 2013 Undergraduate Desjardins Memorial Scholarship is awarded to Timothy Graham Noordewier, senior civil engineering student at the University of Vermont. Timothy is concurrently working towards a minor in Business Administration and expects to graduate in December 2014.

While at the University of Vermont, Timothy has participated in engineering activities such as the American Society of Civil Engineers and the New England Water Works Association. He is looking forward to learn more about the Institute of Transportation Engineers and its many opportunities. Timothy has also received the honors of the National Society Collegiate Scholars and received the 2010 Chapter Scholarship with his winning essay.

Outside academia, Timothy has gained professional experience as an AOT Technical Apprentice at the Vermont Agency of Transportation where he updated traffic signal databases, participated in multiple field visits, and used Microstation to update intersection drawings and phasing diagrams. He has also worked as a teaching assistant for the University of Vermont College of Engineering teaching AutoCAD.

Currently, Timothy works as a Transportation Engineering Intern with Stantec in South Burlington, Vermont. At Stantec, Timothy has verified horizontal and vertical road alignments, visited multiple project sites for scoping and feasibility studies, prepared multiple transportation planning graphics, prepared quantity calculations, and assisted in the preparation of traffic impact and access studies.

The New England Section of ITE would like to congratulate Timothy on his hard work with the 2013 Thomas E. Desjardins Memorial Scholarship.

Graduate Student:
Presented to: David G. Champoux, E.I.T.

The 2013 Graduate Desjardins Memorial Scholarship is awarded to David G. Champoux, E.I.T. of the University of Massachusetts Amherst. David received his B.S. Degree from Clarkson University in May 2011. He also attended the University of Florida Gainesville as a graduate student from September 2011 to May 2012. He expects to graduate with his Masters Degree this December.

During his academic career, David has been involved as a member of the American Society of Civil Engineers and the Institute of Transportation Engineers. Since the start of his undergraduate experience, David has gained valuable experience working with the Transportation Research Internship Program and Transportation Research Center at the University of Florida, as well as with the Traffic Operations Division with the City of Gainesville, FL.

His time in New England has allowed him to assist with traffic signal design projects as a Traffic Consultant with Highway Tech, with our Section’s own Alan Deditch. In addition, David is currently serving as a traffic intern with the Pioneer Valley Planning Commission assisting in the creation of a regional transportation forecasting model in TransCAD and operating alternatives analyses for traffic rerouting scenarios within the Pioneer Valley.

This past summer, David traveled from Amherst to Beijing, China to learn more about connected vehicle technology and its applications to traffic engineering in both safety and operations at the Tsinghua University Department of Automotive Engineering.

The New England Section of ITE would like to congratulate David on his hard work with the 2013 Thomas E. Desjardins Memorial Scholarship.

Quarterly Images

Collegiate Traffic Bowl
The UMass Amherst Traffic Bowl team competes in the 2013 International Colligate Traffic Bowl held in Boston, MA this past August.

The Board Hard At Work
The New England Section Executive Board met this past September in Waltham, MA.

International Vice President
W. Hibbert Neel, Jr. and John Kennedy take oaths as new 2014 ITE President and Vice-President.

New Hampshire Chapter Meeting
New Hampshire panel discusses the creation and implementation of traffic impact fees in the State.
Candidates for New England Section Vice-President

Joseph A. Hallisey, P.E.

**Current Employment:**
Senior Civil Engineer
Parsons Brinckerhoff

**Hometown:**
Glastonbury, Connecticut

**Education:**
The Catholic University of America, 1987
B.S. Civil Engineering

**Current NEITE Position:**
Section Secretary

**Recent ITE Recognitions:**
President’s Award - CT State Chapter, 2009

As a member of the Executive Board of the New England Section of ITE (NEITE), I am aware of all the work that board members, committee chairs and past leaders have done to keep our professional organization strong both technically and fiscally. The following are what I see as some of the key issues ITE faces as we move into 2014:

**Membership**

We need to intensity our efforts in reaching out to underrepresented groups in our industry, especially younger professionals and those in the public sector. The board has begun this effort by subsidizing fees for public sector employees and by fostering relationships with student chapters at regional colleges and universities.

But we must do more than continue to support their functions and involve them in NEITE meetings and events. We must find additional ways to keep them involved after graduation, such as by co-hosting meetings, tours and social events, as is done by the Emerging Professionals Committee. We must make young engineers realize that membership provides professional as well as social rewards and benefits.

**Professional Development & Education**

Providing training opportunities and technical knowledge to ITE members and the public is the very heart of the Institute of Transportation Engineers. NEITE’s Program and Continuing Education Committees together with the state chapters provide opportunities for members to learn and enhance their transportation knowledge at meetings, seminars, webinars, and technical tours. The Technical Committee identifies research projects, performs field work and issues its conclusions on topics that affect the analyses of transportation systems. Also, each edition of the *Chronicle* contains a transportation related story on a student’s research or a member’s innovative project. We need to continue to reach out to membership for new ideas for research, articles and seminars that will generate interest and participation.

**Social**

The networking and sharing of ideas and stories at ITE functions is what initially drew me to the conferences and meetings. If we can share our knowledge and have fun at the same time, what transportation person wouldn’t want to be part of our organization? We need to come up with new ways to bring the transportation community together and have a good time doing it.

Candidates for New England Section Junior Director

Jason M. DeGray, P.E., PTOE

**Current Employment:**
Project Manager
Greenman-Pedersen, Inc.

**Hometown:**
Agawam, Massachusetts

**Education:**
Boston University, 1996-2000
B.S. Mechanical Engineering
University of Massachusetts, 2000-2002
M.S. Transportation Engineering

**Current NEITE Position:**
Emerging Professionals Group Chair

**Recent ITE Recognitions:**
Emerging Professionals Group Award, 2011

My association with ITE began at UMASS where I was the treasurer of the student chapter. I have chaired the Emerging Professionals Group since 2009 and was the recipient of the Section’s 2011 Emerging Professionals Award. In addition to ITE I have been active in other professional organizations including YPT, APA, ITS, WTS, Livable Streets & NAIOP.

It is a new day for our industry and one that brings new challenges to bear. The future of transportation, particularly in aging urbanized areas, depends heavily on the ability of transportation decision makers to respond to the needs of an ever-more complex political and cultural landscape. In order to adapt the Institute must be grounded in an understanding of this new paradigm.

The economic downturn of 2008 was at its core an indictment of the future of the suburban development models which have been perpetuated in no small part by our industry since GI’s returned post World War II. This sentiment should not be interpreted as a critique of the past, but rather as the stark recognition of the end of one era and the beginning of another.

More importantly however it is critical that the Institute recognize that this is not a statement of personal opinion but a palpable statement of fact. As a development executive recently put it a secular shift is taking place. There is an insatiable demand for new urbanism. Younger generations and baby-boomers are flocking back to the cities. For the first time since the beginning of the modern automobile era vehicle miles traveled are down year after year, and it is now clear this began before the downturn.

Part of my charge chairing the Emerging Professionals Group was to address the accepted notion that the Institute is losing the interest of younger transportation professionals. After nearly five years in this role my assertion is that the Institute, and the transportation engineering profession is, in general, not speaking with a relevant voice. To reverse this trend will require some soul searching by the Institute in regards to our role in public policy, critiquing standard practice and pragmatically understanding our relevance in a rapidly changing environment. If elected I welcome the challenge of addressing these issues and playing a small part in ushering this profession that I love into the future.

I would like to thank the Institute for providing me the opportunity to take on a leadership role and thank you for your consideration in the upcoming election.
Candidates for New England Section Junior Director

Samuel W. Gregorio, E.I.T.

Current Employment:
Project Engineer
TEC, Inc.

Hometown:
Chelmsford, Massachusetts

Education:
University of Massachusetts, 2004-2010
B.S. Civil Engineering
M.S. Transportation Engineering

Current NEITE Position:
New England Chronicle Editor

Recent NEITE Recognitions:
Emerging Professionals Group Award, 2010
Recent ITE Recognitions:
Emerging Professionals Group Award, 2012

I am extremely honored to be nominated for a Junior Director position with the New England Section of the Institute of Transportation Engineers (ITE). Since my introduction to ITE as a student member at the University of Massachusetts Amherst (UMass Amherst), I have been actively involved with ITE through the UMass Amherst Student Chapter and the NEITE.

If elected to the Director position, I will work within the New England Section over my three (3) or six (6) years of commitment to the Executive Board to continue my effort to achieve the following goals:

Using Technology to Promote Membership
We must use it to increase the member, professional, and student outreach of the New England Section. Our Section’s website contains just a slice or a larger potential for what we as a Section can provide to our members. We must as a Section pursue an increase in technical, social, and profession resources on our website, our Facebook site, and our LinkedIn site to share as much knowledge and information as we can across our membership and our future membership.

Student Chapters
It should be a priority to increase student chapter involvement and student membership in ITE throughout New England. In 2013, only two student chapters within the New England Section submitted Student Chapter Reports to the Northeastern District for consideration for the Student Chapter Award. The New England Section MUST do a better job in promoting ITE involvement with our inactive and our active student chapters.

Regain Membership Lost During the Recession
We must proactively reach out and reengage former members by showing the value in our organization and making sure that we adapt to meet their needs.

Increase Public Sector Membership and Presence
Both our organization and professionals in the public sector would benefit from addressing what has been an historic under representation of this sector. Recent initiatives have seen success in the area, they should be expanded.

Strengthen our Student Chapters as a Pathway to Membership
I would look to put more emphasis aiding in the transition from Student Member to Professional Member were I feel some great individuals get “lost.” This will be a multi-pronged effort including publicizing existing ITE discount programs, reaching out to the individuals as they begin their profession lives through alumni networking, and supporting Emerging Professional Events.

Reach “The Next Generation of Engineers” Earlier
I want middle and high school students to understand what the profession of transportation engineering is and be able to consider it as career path. Providing Section Members with the tools, support, and encouragement needed to get them into career fairs and classrooms where a few minutes with these young minds could literally shape our future as a profession.

Steven M. Tupper, E.I.T.

Current Employment:
Technical Services Planner
Cape Cod Commission

Hometown:
Brewster, Massachusetts

Education:
University of Massachusetts, 2005-2011
B.S. Civil Engineering
M.S. Transportation Engineering

Current NEITE Position:
Student Chapter Liaison
Former UMass Student Chapter President

Recent NEITE Recognitions:
Emerging Professionals Group Award, 2012

I consider recent NEITE leaders some of the greats” in our profession and would look to build on their recent successes and help to take our Section to new heights. I believe that the NEITE should be built upon a strong foundation of membership, leadership, and vision and, in this position, would seek to strengthen this foundation with the following initiatives:

I believe that this is the start of keeping those students as members of ITE in the future post-college, let alone at the respective colleges during their academic careers.

Emerging Professionals
We need to increase emerging professional involvement in ITE throughout New England. We as a professional society are losing young and emerging professionals to other professional organizations like YPT. Partially because of registration cost between the typical YPT event and ITE event, but also because of the stale nature of ITE and it lack of direct focus on the transportation network of the future.

We as a Section need to branch out to all modes and all facets of the transportation industry through workshops, seminars, lectures, events, etc. Similar to how ASCE and YPT are currently operating, NEITE should look to establish frequent workshops, seminars, lectures, and events that focus on the needs of today’s transportation engineers and planners so that we are able to not only provide an interesting and informative service to the future engineers of our profession, but hopefully introduce them to ITE and retain them as members.

Increase Awareness and Respect for our Profession
The transportation system is an integral part of everyone’s life, but the average citizen does not understand the role transportation engineers plays in making it function. They see the traffic jams caused by “pointless bridge work” and make it known when we propose the “wrong” solution to a problem in their neighborhood. We need to do a better job of explaining our goals as a profession and how our profession, at its core, is about improving quality of life through transportation.

If elected I would look forward to bringing my unique background, perspective, and enthusiasm to NEITE and help grow our Section and our organization. Thank for your consideration and please remember to vote.
Frank Tramontozzi is a Registered Professional Engineer and is also a Licensed Construction Supervisor in Massachusetts. Well, I knew that much, and I thought I knew a lot more. Frank and I have been friends for years, and yet much of what I heard during my interview with him was surprising, especially earlier in his career. Frank graduated from Don Bosco Technical High School in 1974. He then received a degree in Electrical Engineering in 1979 from Northeastern University. Frank worked on his Master of Science in Civil Engineering (with a transportation concentration) at Northeastern University at night, while working for Storch Engineers between 1979 to 1981. Lionel Rogers hired Frank and became the most significant mentor in his early career. While at Northeastern, Frank worked as a cooperative education student at what was then the Boston Traffic and Parking Department between 1975 and 1979.

Frank then worked for the US Government, Veterans Administration (VA) in 1981 as Projects Engineer. He was promoted in 1983 to Construction Engineer at the New England Regional Office of the General Services Administration. Between 1985 and 1987 Frank worked for a General Contractor (Robicheau Construction Company) where he became the General Manager of the company with responsibilities for day-to-day operations of all office and field staff. It seems Frank took on a lot of responsibility for someone in his early 30’s!

From 1987-1992 Frank became an independent consultant specializing in traffic signal systems and roadway lighting for firms such as TAMS, Berger, Lochner, Edwards & Kelcey and FR Harris. As an independent consultant he worked for the MassHighway (now MassDOT) on the TOPS (Traffic Operations Problem Solving) unit, an in-house “swat” team to develop quick solutions to traffic problems.

In 1992, Frank returned to the Boston Transportation Department as Director of Traffic Management and Engineering replacing Bob Drummond when Bob retired. In 1994, Mayor Thomas Menino appointed Frank to become his first Transportation Commissioner for the City of Boston.

From 1996 to 2007, Frank joined Fay Spofford and Thornndike where he was a Senior Vice President and Director in charge of the Transportation / Civil Division. In 2007, the MassHighway then called for Frank to become the first Chief Engineer ever hired from outside of the organization. He remained as the first Chief Engineer of the MassDOT when the agency merged with the Massachusetts Turnpike Authority.

Frank has also been very active in professional societies. He has gone through the ITE New England Section Board of Directors, becoming President in 1996. He also received the NEITE Traffic Engineer of the Year Award in 2010, and was honored with the NEITE Distinguished Service Award in 1997. He was also the Founding President of the Massachusetts Chapter of ITE. His latest assignment was as Chair of the Past Presidents Council. He has served on the National Committee on Uniform Traffic Control Devices for over 25 years where he currently Chairs the Warrants Task Force of the Traffic Signals Technical Committee.

While he was Commissioner in Boston, Frank was a Founding Member of the National Association of City Transportation Officials (NACTO), along with the Commissioners in New York City, Philadelphia, Los Angeles and Chicago. NACTO remains very active today. This rich background in the broad field of Engineering explains the diverse skills Frank brings with him. When asked if he has any regrets, Frank responded with, “I just look forward and don’t look back”.

One of his favorite projects is the first time-based synchronized system (1980), in Fairfax, Virginia, while he was at Storch; a successful experimental project for Federal Highway Administration that lead to development of time base coordination for traffic signals.

Frank is now “semi-retired”, working two part-time jobs. He is a Senior Vice President for Business Development with Green International; and is also an Advisor to Quincy Mayor Koch on the New Quincy Center Redevelopment Project, which is a $1.6 billion mixed-use development in Downtown Quincy.

One of Frank’s greatest challenges was when he was asked by Governor Patrick to double the highway and bridge construction spending from $500 million to over a billion dollars in three years. This included the Acceleration Bridge Program and the Federal Stimulus Spending in the Commonwealth. Frank is proud of this success, and his ability to motivate so many great professionals at MassDOT to make all of this happen very quickly.

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Frank and Donna enjoy cruises, and have taken many in the past several years.

Frank’s success has not been limited to his professional talents. He has gained universal respect and affection from his peers. Perhaps this is due to what we all know about Frank, which is that he has always extended a helping hand to anyone in need.
The Vermont Chapter of ITE held a meeting on October 23, 2013 at the Vermont Agency of Transportation (VTrans) Building in Montpelier, Vermont. After a hearty lunch and networking time, the attendees listened to two interesting presentations by VTrans representatives.

Richard Tetreault, P.E., Director of Program Development at VTrans, told of a phone call he received telling him that Colorado Department of Transportation had asked for help from VTrans and that he, Sue Minter, and Scott Rodgers would be flying out to help CDOT with recovery after their flood. VTrans offered critical advice in the first days after the Colorado floods. CDOT was not aware that they could get contractors working without contracts as a state of emergency had been declared. They also offered advice on setting up the Incident Command System (ICS). VTrans could and did provide help and continues to offer tips as the rebuilding process continues.

Mr. Tetreault was followed by Derek Lyman, P.E., Traffic Design Project Manager at VTrans. Mr. Lyman presented information on VTrans’ traffic signal database. The database includes pictures of each approach as well as the traffic signal equipment; a drawing of the intersection illustrating lanes, detectors, etc; output from the controller with signal timing information; and tabs that track all of the infrastructure at the intersection. The database can be used to coordinate with maintenance staff and future improvements would include GIS integration and updating the database as a part of the traffic signal retiming program.

Mr. Lyman then presented details on the traffic signal retiming program which visits each signal or corridor every four years. The intersections are retimed for three different peak periods based on recent counts with a goal of reducing existing travel times through corridors. After Mr. Lyman’s presentation, a spirited question and answer session ensued where questions regarding the days topics—or otherwise—were asked. VT ITE was happy to have a chance to ask many questions of VTrans representatives.

The next VT ITE meeting will be our winter meeting on January 22, 2014. Although the exact location is to be determined, it will be one of the beautiful ski resorts in our great state. The New England Section executive board meeting will occur early afternoon and the VT ITE technical sessions late afternoon followed by a networking happy hour reception. Discounted ski tickets will be available so please join us for the entire day!
On August 21st, the New England Section’s Emerging Professionals Group held a joint event with the Maine Chapter of the American Society of Civil Engineers to give a presentation on the Veterans Memorial Bridge Design/Build Replacement in Portland, Maine. The presentation was given by the New England Section’s Thomas Errico, P.E. of T.Y. Lin International.

The new Veterans Memorial Bridge is a 4-lane vehicular bridge with a shared-use path that crosses the Fore River from South Portland into Portland. The replacement bridge opened during the summer 2012 and has been embraced by the community.

The presentation was held at Portland City Hall with a follow-up reception at the Sebego Brewing Company. The event was attended by 19 members of both ASCE and ITE. The Section would like to thank both the Maine Chapter of ASCE and Jason M. DeGray, P.E., PTOE of our Emerging Professionals Group; along with Thomas Errico, P.E. for hosting the event.

Committee, Chapter, and Student Chapter Updates

Emerging Professionals Group
Chairman: Jason M. DeGray, P.E., PTOE

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UNIVERSITY OF MASSACHUSETTS STUDENT CHAPTER
President: Curt P. Harrington

The University of Massachusetts Amherst Student Chapter of ITE has kicked off the fall semester. This past September, many students attended the MAITE Annual Meeting in Waltham, MA where UMass’s own David G. Champoux, E.I.T. received the Graduate Student Thomas E. Desjardins Memorial Scholarship from the New England Section. In mid-October, the student chapter completed an Adopt-A-Highway clean-up along Route 116 in Hadley, Massachusetts which was followed by a social outing.

More recently on October 24th, the ITE Student Chapter held a joint meeting with the UMass Student Chapters of ASCE and WTS. Steven M. Tupper, E.I.T., of the Cape Cod Commission, presented on "Life After College: A Public Sector Perspective from a Transportation Engineer/Planner". Over the next month, the UMass Student Chapter will provide traffic details and support for the Amherst Survival Center 10K Road Race on November 3rd, and many members plan to attend the New England Section Annual Meeting in early December.
As billed, the assembled panel focused on the creation and implementation of traffic impact fees in New Hampshire providing broad insight from a variety of perspectives. The panel, in the order that they made their initial statements included: Marty Kennedy, P.E., Senior Principal at Vanasse Hangen Brustlin; Ross Moldoff, AICP, Planning Director for the Town of Salem; Mike Dugas, P.E., Chief of Preliminary Design at NHDOT; and Steve Buckley, Attorney with Hage Hodes, PA.

Marty Kennedy began with a broad overview of traffic impact fees and their use for funding transportation infrastructure improvements. He described his work with the Town of Hudson, which is transitioning from a corridor specific traffic impact fee system to a broader, town-wide impact fee system that puts greater emphasis on trip length and impacts to roads in general from these new trips. Different land uses generate different length trips. An accounting of these trip lengths is compared to that of a mile of roadway in terms of the roadway capacity and cost. Marty stressed the need to establish zones within the town within which the development occurs and where collected fees would be used to fund projects that add capacity. Marty remarked that it is critical that there is growth anticipated in the town considering a traffic impact fee. Growth produces the need for added capacity and an ongoing Capital Improvement Plan which is cyclically funded by the town and readily supplemented by the impact fees. Without these factors in place too often traffic impact fees are returned after six years in accordance with state statute.

Ross Moldoff spoke next of his 30 years in Salem and the transformation of traffic impact fee systems in his town. Again the corridor-based impact fee system has been replaced with a town wide system based on trip length. Ross mentioned the importance of understanding the legal restrictions regarding use the impact fees on projects that merely maintain infrastructure, such as routine paving. He also stressed trying very hard to have the City or Town’s authorities understand this principle.

Mike Dugas explained that the role of NHDOT is primarily as a permitting authority on state roadways. In New Hampshire the state statute has held that traffic impact fees are not to be used on state roads. While NHDOT has no formally approved impact fee system, they have assessed developers for impacts on state roadways. The Districts typically make this assessment and call on the Preliminary Design group to identify what the roadway improvements might be, their capacity, and what they would cost. The District, in turn, would typically consider the number of trips generated and the proportional cost that would be reasonably assessed to the developer.

Attorney Stephen Buckley anchored the panel with the legal perspective as he serves as Legal Counsel to several NH towns including Hudson and Hooksett. He has seen the corridor system work successfully in Hudson and notes that those corridors are within an urban compact which effectively makes them Town roads as the town must maintain them. In Hooksett, all the major corridors are state roads and he pointed out that this has been an issue with the town and their ability to use impact fees. Attorney Buckley referred to Senate Bill 291 which was promoted by the Southern New Hampshire Regional Planning Commission to the State legislature to enable the use of impact fees on state roads. Being very careful, he offered a collective legal interpretation of this recent legislation as enabling the use of impact fees on state roads that were not specifically collected for that purpose without broadening the basis for collection of impact fees to allow for new impact fee systems to be created specifically to address deficiencies on the state road network.

Steve Henninger Assistant City Planner for the City of Concord spoke of their successful use in Concord where the Capital Improvement Program is steadily funded by the City with complementing funding through traffic impact fees.
Committee, Chapter, and Student Chapter Updates

MASSACHUSETTS STATE CHAPTER
President: Daniel Nelson, P.E.
Report Submitted By: Kenneth P. Cram, P.E.

The joint of the Massachusetts State Chapter and New England Section of ITE held its Joint Annual meeting on September 18, 2013. The meeting was a complete success! Theresa Rohlf from TrafficWare got it started with the SYNCHRO 8 Training Session. Seventeen participants were treated to the ins and outs of SYNCHRO 8 and its nuances. Not to say that there are still some phasing issues and pedestrian issues to be resolved!

The New England Section Executive Board meeting went off well and the hotel served up a fine lunch for both the NEITE Board Members as well as the training session participants.

At 3:30 PM the first of the two technical sessions started with Active Risk Management for the Charles River Basin by GeoComp Corporation and VHB. This was followed up with Changing the Way We Build by Howard/Stein-Hudson and Hardesty & Hanover. Approximately 70 members attended each session.

Social Hour and Dinner followed. As part of the evening’s presentation, Rod Emery presented the Thomas E. Desjardins Memorial Scholarships to Timothy G. Noordewier from the University of Vermont and David G. Champoux, E.I.T. from the University of Massachusetts. Joseph Segale presented John R. Mirabito, Jr., P.E., PTOE with a Special Recognition Award for his efforts and involvement with the Section and ITE as a whole. The evening concluded with the keynote speaker, Thomas P. Donald, P.E., MassDOT Director of Bridge Project Management.

Employment Opportunities

Howard/Stein-Hudson Associates, Inc.
Traffic Engineer
Boston, Massachusetts

Now in our twenty-sixth year of service to the transportation industry, Howard/Stein-Hudson Associates, Inc. (HSH) provides consulting services in the areas of transportation and municipal planning, traffic engineering, and public involvement/strategic planning.

HSH is currently interviewing candidates to work in our Public Infrastructure / Traffic Engineering group. Candidates with a B.S. or M.S. in Civil Engineering / Transportation Planning would be preferred. We are looking for candidates with 2-5 years of related experience in all facets of traffic / transportation engineering including traffic signal design, temporary traffic control plans, pavement marking / signage and traffic impact studies / traffic analysis. Experience with Synchro traffic simulation software and AutoCAD is necessary.

The qualified candidates must have strong communication and management skills, be flexible, have the ability to work on multiple projects of varied complexity, possess good computer skills, and enjoy learning. Familiarity with City of Boston and MassDOT traffic analysis and design is a plus.

If you are interested in becoming part of a company focused on improving cities and towns through development of private and public infrastructure, we invite you to help us build a better tomorrow by becoming part of Howard Stein-Hudson Associates team. HSH is the kind of place where a person can make a difference.

HSH is an Equal Employment Opportunity Employer. Diversity Candidates are encouraged to apply.
Employment Opportunities

**Hoyle, Tanner & Associates, Inc.**
**Senior Transportation Engineers**
**Burlington, Vermont**

Senior Project Manager with 8 to 12 years of experience in the development of transportation projects for municipal agencies, VTrans, and NYSDOT. BSCE and PE required. Masters degree preferred. Experience with STAAD, Merlin-Dash, MicroStation, InRoads and other programs a plus. (Career Code JA010213)

**Senior Bridge Engineers**
**Burlington, Vermont | Manchester, New Hampshire | Westminster, Massachusetts**

Senior Project Manager with 8 to 12 years of experience in bridge and structural engineering to join our growing team. Experience or training in steel, reinforced concrete, timber and prestressed concrete design required. Bridge inspection experience and NBIS Certification desirable. NHDOT, VTrans, MassDOT and MaineDOT experience a plus. Experience using STAAD, Merlin-Dash, RCPIer, Geomath or comparable software a plus. BSCE and PE (or ability to obtain) required. Masters degree preferred. (Career Code MJL20513)

Please send resume citing career code to: Hoyle, Tanner & Associates, 150 Dow Street, Manchester, NH 03101 or via e-mail to jhann@hoyletanner.com or fax to 603-669-4168.

Visit [www.hoyletanner.com](http://www.hoyletanner.com)

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**Toole Design Group**
**Senior Engineer**
**Boston, Massachusetts**

Toole Design Group is seeking a Senior Engineer at its Boston, MA office. The person hired for this position will manage all stages of project development including presentations and client meetings, fieldwork, and the preparation of transportation construction documents and technical reports. This position has the opportunity for travel and advancement. This person will have strong organizational skills, will be oriented to providing excellent customer service, and will be able to apply creativity and energy to innovative and unique projects nationwide.

**Qualifications**

The successful candidate will have a Bachelors or Masters Degree in civil engineering and a PE, at least ten years of experience, excellent oral and written communication skills, experience managing the development of complete transportation construction documents using Computer Automated Design (AutoCAD or MicroStation) and design software (GEOPAK, InRoads, Land Desktop or Civil 3D). A broad knowledge base in civil engineering (transportation focus) is essential, along with specific knowledge and/or interest in bicycle and pedestrian planning and design. Experience in traffic engineering including modeling software (Synchro, Simtraffic, Vissim, etc.) and traffic signal design is a plus.

If you would like to be considered as a potential candidate for this position, please send a letter stating your interest and qualifications, resume, and contact information for three references. Toole Design Group is an equal opportunity employer (EO/AA/VEV/Disabled employer) and encourages women and minorities to apply for this position. Email responses to: HR@tooledesign.com (please indicate the position you are applying for in the subject line). No phone calls, please.

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**Tetra Tech**
**Project Manager - Transportation**
**Framingham, Massachusetts**

Tetra Tech is currently seeking a Project Manager to join our team of traffic engineers and transportation planners that provide services for a broad spectrum of fast-paced private development projects and complex public works projects.

Primary responsibilities will include: management and execution of transportation design and planning projects; public presentations; leadership, management and mentoring of technical staff; maintaining client relationships; business development and proposal activities. The ideal candidate will have the following skills and abilities: bachelor’s degree in Civil/Transportation Engineering; minimum of 15 years of experience; a PE and PTOE; excellent written and verbal communication skills; prior experience managing transportation projects and leading project teams; experience working in multi-disciplinary project settings; familiar with MassDOT design and permitting requirements and the MEPA regulatory process.

If you are interested in this opportunity please apply on-line at the Careers page at [http://www.tetratech.com](http://www.tetratech.com) or mail resumes to Human Resources, Tetra Tech Inc., 1 Grant Street, Framingham, MA 01702.

Job Code: INE-ProjMgr-DVY

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**Ocean State Signal Co.**
**Bill McNamara or Claire Choquette**

Please contact: Claire Choquette or Bill McNamara
Ocean State Signal Co.
cchoquette@oceanstatesignal.com
billmc@oceanstatesignal.com

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**Tetra Tech**
**Senior Project Manager**
**Westborough, Massachusetts**

Tetra Tech is seeking a Senior Project Manager to join our team of traffic engineers and transportation planners that provide services for a broad spectrum of fast-paced private development projects and complex public works projects. The successful candidate will have a Bachelors or Masters Degree in civil engineering and a PE, at least ten years of experience, excellent oral and written communication skills, experience managing the development of complete transportation construction documents using Computer Automated Design (AutoCAD or MicroStation) and design software (GEOPAK, InRoads, Land Desktop or Civil 3D). A broad knowledge base in civil engineering (transportation focus) is essential, along with specific knowledge and/or interest in bicycle and pedestrian planning and design. Experience in traffic engineering including modeling software (Synchro, Simtraffic, Vissim, etc.) and traffic signal design is a plus.

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**Tetra Tech**
**Senior Transportation Engineers**
**Manchester, New Hampshire | Burlington, Vermont**

Senior Transportation Engineers with experience in traffic engineering at various scales. This position will manage all stages of project development including presentations and client communications. Experience or training in Steel, reinforced concrete, timber and prestressed concrete design required. Bridge inspection experience and NBIS Certification desirable. SHPO and DOT experience a plus. Experience using STAAD, Merlin-Dash, RCPIer, Geomath or comparable software a plus. BSCE and PE (or ability to obtain) required. Masters degree preferred. (Career Code MJL20513)

Please send resume citing career code to: Hoyle, Tanner & Associates, 150 Dow Street, Manchester, NH 03101 or via e-mail to jhann@hoyletanner.com or fax to 603-669-4168.

Visit [www.hoyletanner.com](http://www.hoyletanner.com)

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**Tetra Tech**
**Senior Bridge Engineers**
**Westminster, Massachusetts | Burlington, Vermont | Framingham, Massachusetts**

Senior Bridge Engineers with experience in bridge and structural engineering at various scales. This position will manage all stages of project development including presentations and client communications. Experience or training in steel, reinforced concrete, timber and prestressed concrete design required. Bridge inspection experience and NBIS Certification desirable. SHPO and DOT experience a plus. Experience using STAAD, Merlin-Dash, RCPIer, Geomath or comparable software a plus. BSCE and PE (or ability to obtain) required. Masters degree preferred. (Career Code MJL20513)

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Please send articles, listings (ITE and other relevant), graphics and photographs to the Editor: Samuel W. Gregorio, E.I.T. at sgregorio@theengineeringcorp.com

The New England Section Chronicle staff thanks you and we hope you enjoy the issue.

REMINDERS

Those members of the New England Section that have not updated your personal and/or business contact information recently should visit the ITE website and do so. An updated contact directory allows the Section to properly send information emails, election information, and other details such as the NEITE calendar.

http://www.ite.org

For those members of the New England Section that would like to be included on the Section email list for Google Groups, please contact Nick M. Fomenko, P.E., PTOE at BETA Group, Inc.

nfomenko@BETA-inc.com