The last five miles of the Charles River includes 13 structures that are crucial transportation connections between Boston and Cambridge. Many of these structures are iconic structures that have defined the character and history of the region since the early 19th century. These structures, owned and maintained by the Department of Conservation and Recreation (DCR), support close to 450,000 vehicles daily. Many of these structures are simultaneously nearing the end of their expected useful service lives and need major rehabilitation. Due to the advanced state of deterioration and concern for public safety, some of the structures are currently undergoing interim repairs until a full rehabilitation program can be undertaken.

The Executive Office of Transportation and Public Works (EOTPW) recognized that simultaneous construction projects on the limited number of structures crossing the Charles River could result in disastrous impacts to the transportation network and the economic engines in metropolitan Boston. EOTPW determined it was imperative that a global plan for the Basin be developed to establish a logical sequence for the rehabilitation of these critical transportation structures. This plan needed to consider public safety, maintenance of traffic flow, and the management and mitigation of construction impacts to maintain the economy and vitality of metropolitan Boston.

EOTPW partnered with the Executive Office of Energy and Environmental Affairs (EOEEA), DCR, and MassHighway and developed an inter-agency approach to study and plan for the rehabilitation of these critical transportation assets. Interfacing with key stakeholder groups representing institutions in the Charles River Basin (Mass. General Hospital, Museum of Science, MIT, Boston University, Harvard College, and others), a Joint Evaluation Team (JET) was formed involving high-ranking officials from each agency: Robert Rooney, EOTPW Deputy Secretary for Public Works; Phillip Griffiths, EOEEA Undersecretary for the Environment; Richard K. Sullivan, Commissioner of DCR; and Luisa M. Paiewonsky, Commissioner of MassHighway.

In March 2008 EOTPW contracted with BETA Group, Inc. to study and develop a comprehensive construction synchronization plan for the 13 structures in the Charles River Basin. The objectives of the study were to assess the current condition of the identified infrastructure assets; prioritize them by their impact to public safety and convenience; and develop a reasonable order and timing of the projects to minimize traffic and pedestrian disruptions. Only by looking at the Basin’s transportation network holistically would the study achieve an overall workable solution.

The study area was the Charles River bounded to the west by the Eliot Bridge, to the east by Route 28, to the south by the Massachusetts Turnpike (I-90), and to the north by Washington Street in Cambridge. Within the study area, the following were identified as being critical transportation structures to be included in the study: Boston University Bridge; Philip Briggs Bowker Interchange; Cambridge Street (River Street) Bridge; Craigie Dam Bridge and Drawbridge; Eliot Bridge; North Harvard Street (Larz Anderson) Bridge; Longfellow Bridge; Memorial Drive over Brookline Street (Reid Overpass); Storrow Drive Tunnels; and the Western Avenue Bridge. Also included in the study was a proposed DCR roadway rehabilitation project on Memorial Drive between Massachusetts Avenue and the Memorial Drive Bridge over the CSX rail line. Although this proposed roadway project has no bridge or tunnel structures, it would have a significant impact on traffic operations and has therefore been included in the study.
A Message from the President

Mike Knolder

This issue of NEITE Chronicle finds us and our profession in a vastly different place from this same time a year ago. With minimal hyperbole, it is easy to conclude that the challenges that face our profession have never been greater. At the forefront are easily identified issues related to climate change and the economy, such as funding for transportation projects and the marketplace for transportation professionals. These issues, when coupled with traditional challenges such as increasing levels of congestion, transportation safety, and the future workforce, create a rather daunting picture.

Yet, I have never been more excited for our profession or proud to be involved with so many wonderful colleagues here in New England and across the world. In many ways our profession will be at the heart of the country’s (and for that matter, the world’s) recovery from this economic crisis. Evidence of this already exists in the form of stimulus funding which has myriad applications for transportation as well as the employment of innovative technologies and solutions to existing problems brought about by necessity. The need for involvement in professional societies and in particular, the Institute of Transportation Engineers (ITE), is also great. Simply put, our professional world is evolving daily, and the approach undertaken just yesterday may not be a possible solution tomorrow, and the truly pressing problems of tomorrow may not even be definable today. ITE will continue to be a source for the latest information about critical issues related to stimulus funding, traffic signal operations, traffic safety, and the next Surface Transportation Act, which is right around the corner. At the regional level, NEITE is situated to provide that vital technical, professional and social link.

Here are just a couple of examples of how NEITE involvement has paid dividends for some ITE members in just the past few months:

- Attendees at technical sessions and/or training courses have testified about how they will be able to utilize that information on a regular basis in their jobs.
- I have attended several student-related events within the past few months that have been well attended by students and professionals alike. Participation on both fronts serves as encouragement of a sustainable model for our future workforce.
- When a few colleagues friends found them selves out of work in this difficult economy, they were quickly able to use their ITE contacts to land on their feet in the profession.

With this optimistic vision of the future in mind, I am pleased to report on the current state of our fine New England Section of ITE. The NEITE Executive Board has now held its first four meetings of 2009 with two more left in the calendar year.

So far 2009 has been a wildly successful year for the New England Section and some of our membership. In this Chronicle you will see additional details about many of the honors and awards bestowed upon the NEITE membership. Below are a few of the highlights:

- Kevin Hooper of Kevin Hooper Associates was awarded the Burton W. Marsh Distinguished Service Award, ITE's highest recognition of service;
- Rod Emery, Jacobs, was awarded the Harvey B. Boutwell Award by the Northeastern District;
- The New England Section received the Section Activities award from the Northeastern District;
- Laura Castelli and her team at VHB were recognized with the Outstanding Newsletter award for the second straight year for all of their work on the Chronicle;
- The UMass Student Chapter was awarded the Outstanding Student Chapter award by ITE International; and
- Six NEITE Members have become Life Members of the Institute of Transportation Engineers: Robert J Dinallo; Maurice Freedman; John L. Heagle; John A. Petkus; Earl R. Ruiter; Robert A. Weant.

Congratulations to all award winners and honorees. It is with this level of excellence in mind that I am both honored and humbled to serve this organization as president, and even more excited about the opportunity to work with people who volunteer their time and efforts on the Executive Board. Just a couple of highlights for the coming years, which I would encourage all NEITE members to stay aware of:

- This will be the second year under our new NEITE Strategic Plan. Thanks are due to Past President John Mirabito who has agreed to continue his role as Administrator of this plan in an effort to help shepherd its implementation within our Section;
- An active slate of joint NEITE/State Chapter meetings including upcoming meetings with the Rhode Island Chapter on November 2, and the NEITE Annual Meeting on Dec. 7. Having already been to several State Chapter meetings this year, I would like to make a pitch for members to stay aware of other State Chapter meetings and attend as available.
- Planning is underway for the Northeastern District Meeting which NEITE will host in Portland, Maine, in May 2010. Mark your calendars now for what will be a great meeting. Thanks to Past President Kevin Hooper for all he is doing in is role as chair of that upcoming meeting.
- I am pleased to report that 2009 has been a year for increased activity among our student members within the organization. In accordance with the Strategic Plan and previous initiatives several student-related activities are planned for 2009. There are 5 active Student Chapters (Northeastern, UConn, UMass Amherst, UMass Lowell, URI) within our Section and I would encourage everyone to reach out and get involved with at least one. In addition, if you know a student that may not be at one of these universities but has an interest in transportation please encourage him/her to get involved. For example, WPI does not have a Student Chapter (yet), but has managed to get students involved with at least two ITE activities already this year. The Northeastern District Executive Board has simultaneously initiated several strategies aimed at increased student involvement, which seem to be paying early dividends.

- Along the same lines, our young(er) members are also a high-priority area. In fact, our next Executive Board Meeting will discuss specific strategies to strengthen our support for younger members. If you have an idea or suggestion, please contact me. As an example, our RI State Chapter has created a Facebook page - a strategy that will surely appeal to our younger members.

In closing, I would like to thank Immediate Past President Jeffrey Dirk for his hard work and dedication as President in 2008. Jeffrey was an organized and inspiring leader that held the best interests of the New England Section near and dear to his heart. NEITE is far better off for having had Jeffrey Dirk as President. Thanks Jeffrey!
NEITE Chronicle Update

After a brief hiatus, the NEITE Chronicle is back! The award-winning newsletter of the New England ITE chapter ably edited by Laura Castelli of VHB has been handed over to Jacobs Engineering (Rod Emery and Andy Arseneault). In addition to feature stories such as this issue’s report on the Charles River Basin Infrastructure Synchronization study submitted by Frank Tramontozzi, P.E. (Massachusetts Highway); Noel D. Baratta, P.E. DEE (Department of Conservation and Recreation); and Kenneth Petraglia, P.E. PTOE and Mark R. Gershman, P.E. (BETA Group), chapter news, updates, awards, and events, listings, NEITE Chronicle is interested in short articles on innovative projects and cutting-edge solutions.

Send articles, listings (ITE and other relevant) and especially graphics and photographs to Andy Arseneault at andy.arseneault@jacobs.com.

Jacobs’ contributing staff:
Rod Emery
Andy Arseneault
Anne McKinnon

Useful Links

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

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

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

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

Maine Section Chapter
http://www.maineasce.org/maine.htm

Connecticut Section
http://www.csce.org/

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

Massachusetts Association of Consulting Planners
http://www.macponline.org

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

Massachusetts Chapter
http://www.massapa.org

Connecticut Chapter
http://www.ccapa.org

Rhode Island Chapter
http://www.rhodeislandapa.org

As always, please do not hesitate to contact the Chronicle if you have any thoughts or suggestions, or if you would like to submit an article for the upcoming issue.

#
Kevin G. Hooper Recognized for Distinguished Service by The Institute of Transportation Engineers

Kevin G. Hooper received the Burton W. Marsh Distinguished Service Award at the ITE 2009 Annual Meeting and Exhibit, held August in San Antonio, Texas.

Kevin’s career in transportation began as a cooperative education student in 1975 while earning his degree in civil engineering at the University of Cincinnati. In his 35 years in the field, Kevin has helped to shape the body of knowledge and practice in trip generation through seminal work on large-scale, multi-use development. He has been a resource to the profession in developing consensus publications where there are opposing viewpoints. He has served as a technical editor or co-editor of five major ITE publications. His dedication and drive for high-quality products have affected everything he has worked on.

Kevin’s professional career has included work for state and regional public agencies, in the association community as a member of ITE’s staff, and as a consultant. Kevin has served ITE as president of the Washington, DC, and New England Sections and the Maine Chapter. He served on ITE’s Trip Generation Advisory Committee and on the Technical Council, and he is the chair of the 2010 Northeastern District Annual Meeting. Kevin has demonstrated a willingness to roll up his sleeves and help the Institute’s membership. Kevin has served as an instructor for ITE Web seminars, and he was the lead instructor for the National Highway Institute’s course, “Using the Urban Transportation Planning Process for Project Development and Design.”

ITE presented Kevin with the Burton W. Marsh Award for Distinguished Service, its highest honor, for his long-term contributions. ITE also recognized his wife, Kathie, for supporting Kevin. The annual Burton W. Marsh Distinguished Service Award recognizes an individual who has contributed to the advancement of ITE in an outstanding fashion. Burton Marsh was “Mr. ITE.” He was a founder, past president and former executive secretary of ITE. For more than 57 years, Marsh was one of the most active ITE members, providing sage and friendly council.

Kevin Hooper’s Three Reasons ...

Marsh Award Acceptance Speech

Twenty-eight years ago, at the ITE Annual Meeting in Boston, Tom Brahms took me out for a drink. I had moved to the DC area and joined the ITE staff seven months earlier. I had just gotten married the month before. I don’t remember his exact words, but Tom said something like you’re fired, terminated, laid off, let go … don’t let the door hit you on the way out.

But without that event, the twists and turns of my last 28 years (both good and bad) might not have happened. And I know for certain that I would not be standing here today. Now, I think I’m supposed to inspire all of you with tales of my magnificent heart and my drive to give back to my profession. Instead I’ll tell you the truth.


Second, I have a big ego. I don’t trust that anyone else can do a better job. I am not going to let Brian Bochner have the only say on what goes into Trip Generation.

Third, and most important, I love to give gifts. The best gifts are the ones you give just because you think it will make the recipient happy. You think a lot about what the person needs or wants or maybe would never expect. You give the present, watch the person open it, not expecting anything in return. That’s what service to ITE is all about.

That’s the way I feel about chairing the 2010 Northeastern District Annual Meeting. I cannot wait for next May for our great meeting in a great venue and to show off Portland, Maine. And I guarantee that it will not be 100 degrees in the shade.

I have had the privilege to work for and learn from some remarkable people – two in particular: Fred Wagner at Wagner-McGee and Morey Rothenberg at JHK. Every past recipient of this award has talked in this speech about what a positive influence Burton Marsh had on them and their career. But I cannot. I never met Mr. Marsh. And that bothered me and made me feel disrespectful of his legacy. But then it hit me.

Mr. Marsh mentored/befriended/influenced people like Fred and Morey – Lee Goodman, Mark Norman, Gene Wilson, Jim Pline. They in turn have done the same for me. That is Mr. Marsh’s legacy – not some great design he undertook. No, his legacy IS our profession.

His legacy and this award have outlived Mr. Marsh – they will outlive all who knew him; they will outlive all of us. Now, that to me is remarkable.

I’d also like to acknowledge and thank a few of my peers for their cajoling, urging, pushing, and challenging

- Owen Curtis (from my days at JHK) – Remember I said I have the “can’t say no” gene. Well, Owen has the “always say no” gene.
- Brian Bochner – I’ve known Brian my entire ITE life. He and I have talked about, after we retire, doing trip generation and parking generation counts for fun. Pretty sad, eh?

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NEITE Annual Awards
(continued from page 4)

• Ken Petraglia (my foil at New England Section Board meetings) – Ken and I have developed a close camaraderie despite disagreeing probably 90% of the time (and his being wrong 90% of the time)
• and Marshall Elizer – over the past several years, I spent many a weekend hour in hushed conversation on the phone with Marshall, editing the Urban Streets Handbook, so much so that my wife was convinced I was having an affair. And more than once she said he could have me!

I also need to thank my family
• My parents – I sure wish I could call and tell them this news.
• My three kids – Chris, Casey, and Carson
• And Kathie, my wife of 28 years – how time flies

So, what’s the point of all this? Well, I’m not here to tell you how to balance your life. I know you have lots of obligations, pulling you in different directions – commitments you’ve made to:
• your spouse
• your kids and their activities
• taking care of your parents
• your church
• civic groups

And you probably put in extra hours on your job.

But this is your career, your profession, your society – the knowledge, information, access, and exposure that you gain from ITE far exceeds any dues you pay.

I guarantee that the gifts you give – your time, energy, and brainpower – are much needed. In return, you will receive a great sense of accomplishment and pride.

Maybe you only have the time, energy, or interest for your gift to ITE to be the equivalent of a car air freshener that you buy at a gas station. Do it anyway. We need air fresheners – especially at the Section and Chapter levels.

One last thing, as much as I love to give gifts, I also really enjoy receiving them (and they just seem to get better as I get older):
• the slot car set under the Christmas tree
• my first paycheck
• a first kiss from my eventual wife
• my oldest graduating from college
• and now, the Burton Marsh Award – I thank you.
The overall study goal was to develop a planning-level synchronization schedule to minimize traffic delays and congestion while maintaining public safety and convenience for the duration of the scheduled rehabilitation projects. The schedule identifies each project’s duration, from designer selection, permitting, bidding and through the completion of construction, and identifies a logical combination of projects that may undergo concurrent construction.

A Draft Report was prepared in June 2008 and presented preliminary findings. This report included structure condition summary reports, an initial priority ranking, probable rehabilitation plans and construction staging, localized impacts, environmental permitting requirements, and preliminary traffic-impact analyses. The report included a Level of Service (LOS) analysis for 42 study-area intersections that would be potentially impacted by lane restrictions and detours for each of the 12 critical structures. These 42 intersections were strategically chosen to gauge overall traffic operations in the Basin. The analysis and calculation of associated delay times was completed to benchmark current intersection performance, future No-Build conditions, and the anticipated intersection operations for each individual project as if it were being constructed alone. Individual-project analysis results were generated by determining each structure’s most probable rehabilitation program based upon its existing condition, a reasonable construction staging methodology, required lane restrictions, traffic re-assignment routes, and construction durations and timing.

The Final Report (August 2008), examined the synchronization schedule to determine time periods when individual rehabilitation projects would be under construction concurrently. Traffic re-assignment volumes for the resulting combination of projects were superimposed on the No-Build traffic volumes and a LOS analysis was conducted for each combination. The previous benchmarking information was used to determine if the resulting intersection performance was the result of normal traffic volume growth, the rehabilitation of an individual structure, or the effect of performing the construction projects concurrently. It was found that out of the 672 cases analyzed, 58 would experience unacceptable LOS due to concurrent project construction. These 58 would affect 14 out of the 42 intersections studied. Through adjustment of the existing signal timing and phasing, and by the introduction of new signals at currently unsignalized locations, 36 of the 58 occurrences could be mitigated to an acceptable LOS. The traffic operations in the remaining 22 cases could be improved, but would remain at an unacceptable level of service.

As the Final Report for the Charles River Basin Infrastructure study was being completed, the Commonwealth’s Accelerated Bridge Program (ABP) was enacted through Chapter 233 of the Acts of 2008. The goal of the ABP is to improve the safety and condition of bridges in the Commonwealth with particular focus on structurally deficient bridges and bridges projected to become structurally deficient in the next eight years. As a majority of the bridges included in the study are eligible for funding under the ABP, the DCR reviewed the synchronization schedule developed and accelerated some of the structures to meet the schedule criteria of the ABP.

The analysis results of ABP synchronization schedule found the DCR ABP Schedule represented a logical sequence for the rehabilitation of the 12 structures while mitigating, to the extent possible the anticipated traffic congestion. Overall, it was found that the intersections on both sides of the River Street Bridge and the intersection just north of the Craigie Dam Bridge would experience the longest durations of LOS E or F in the AM peak hour as a result of combinations of projects under construction. During the PM peak hour, the intersections on either side of the Massachusetts Avenue Bridge would experience the longest duration of LOS E or F as a result of combinations of projects under construction.

Through inter-agency collaboration led by EOTPW and BETA, the schedule and mitigation measures at 42 key intersections were developed resulting in an optimized synchronization plan to facilitate construction in the Basin under the ABP. With the conclusion of Phase I of the study in December 2008, members of the JET presented the plan to stakeholders in the Basin whose day to day operations would be affected. These briefing sessions provided a forum to inform stakeholders of the conceptual plan and solicit input, ideas and concerns. As the ABP moves forward, MassHighway and DCR plan to use the understanding of potential traffic impacts from the study and implement measures to mitigate those impacts.

This study provides the Commonwealth with a framework to review and monitor the ABP in the Charles River Basin to help ensure that the transportation network functions at the highest possible level throughout construction. The three-volume study is posted on the EOTPW web site at: http://www.eot.state.ma.us under “What’s New.”
NEITEict Chapter Updates

Connecticut Chapter Report
The Connecticut Chapter held its Joint ITE Connecticut/New England Section Annual Meeting on March 24, 2009 at the Manchester Country Club in Manchester, CT. Two Technical Sessions in were held in the afternoon:

• Electronic Tolling & Congestion Pricing in Connecticut (Jeffrey Buxbaum, AICP, Cambridge Systematics, Inc.)
• MUTCD update (Nicholas Lownes, Ph.D., University of Connecticut)

The keynote speaker was State Representative Antonio Guerrera, House Chairman of the Transportation Committee. Representative Guerrera spoke on the latest transportation items being discussed at the Capitol including electronic tolling. At the suggestion of ITE-CT member Najib Habesch of Urban Engineers a SimCap kickoff meeting was held May 19 at 10 a.m. at Urban Engineer’s office in Hartford. SimCap is a User Group under ITE that was founded by Matt Davis, PE, PTOE in 2006. The group’s purpose is to improve the practice and understanding of traffic simulation and capacity analysis, bringing together consultants and public agencies. The group is growing and is active under ITE’s Washington D.C. and Mid-Atlantic sections. About 20 people attended the meeting including representatives from municipalities and Connecticut DOT.

UConn Student Chapter
The ITE UConn Student Chapter hosted a barbeque on Sept. 26. The Transportation and Urban Engineering Faculty, staff from the Connecticut Transportation Institution (CTI) and Connecticut Advanced Pavement Lab (CAP Lab) were invited.

Goals for 2009-2010
Student Welcome Package: Last year the ITE UConn Student Chapter initiated the creation of a welcome package that will include necessary information for new transportation and urban engineering students. The process is ongoing and the goal is to complete it by the end of the semester.

Seminars: At least two seminars in the fall and two in the spring will be hosted by UConn ITE. Transportation professionals and researchers will be invited to talk.

Field Demonstration and Safety Talk: A field demonstration of automatic traffic counting equipment will be arranged in October. At the same time a safety talk will also be arranged with the help of Connecticut Transportation Institute (CTI)

Student Symposium: ITE UConn Student Chapter is considering possibilities to coorganize with CT ITE the NEITE student symposium in April 2010.

Service Activities: Some social/service activities shall also be arranged following the first cabinet meeting

UMass Amherst Student Chapter Update
Members of the Chapter attended the ITE Annual Meeting this August in San Antonio. In addition to attending the technical sessions, social and networking events members were honored to accept the Outstanding Chapter Award at the awards banquet.

Members of the Chapter also helped run the 2009 Summer Transportation Initiative. This month-long program was designed to expose upper middle and high school students to the fields of water, air, land and multimodal transportation. Weekly activities included faculty and graduate student lectures, skills and leadership development activities, team oriented project work, and technical field trips.

Our Adopt-A-Highway initiative has continued to be a very successful service activity. We are in the second year of our two-year contract with MassHighway for monthly clean-ups from March through November.

Action Items:
• In an effort to connect UMass ITE Alumni, the Chapter has started a UMass ITE Alumni Network. This effort will be highlighted by a UMass Alumni-themed Tech Day at which we will reunite members from the Chapter’s 19-year history.

• Noting the importance of getting students interested in transportation early, the Chapter plans to reach out to undergraduate students with activities focused on expanding membership.

• Prompted by the call for more involvement by student chapters in District 1 and across the country, the UMass Chapter is working on increasing student involvement of chartered Chapters in District 1.

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UMass Amherst-Summer Transportation Institute

The UMass Amherst STI program attempted to create awareness among middle school and high school students about transportation-related careers and to encourage pursuit of a college degree as preparation of a job in the transportation industry. During the four-week program (July 6–31), six participants in grades 8 and 10 were exposed to selected topics in all modes of transportation via team projects, invited speakers, and field trips, along with academic enhancement and recreation activities. With the students’ home base an engineering computer lab, the program took advantage of many other University facilities, exposing the students to a variety of resources.

Students were continuously challenged to advance their knowledge of the field of transportation, their understanding of transportation-related careers, and the application of science and engineering principles in transportation. Additionally, we attempted to promote critical skills that are required by transportation professionals such as effective communication, leadership, teamwork, and computer skills. The students learned the basics of AutoCAD, surveying and measurements, turning movement counts, ITS and water and energy conservation.

The students examined these content areas through presentations led by staff, practicing professional engineers, and University faculty members; guided discovery; and hands-on design activities. Students attended field trips geared toward both technical learning and enrichment and team-building activities. Technical tours were conducted at transportation facilities across the state. Students attended a Boston Harbor cruise examining port infrastructure and marine transportation in Boston; experienced the Human Factors laboratory at the Volpe National Transportation Systems Center in Cambridge; and toured the Regional Traveler Information Center and hiked Mt. Sugarloaf to see the traffic cameras on MassTraveller.com in action. Students also engaged in group research projects and presentations on a weekly basis.

Chapter updates
(continued from page 7)

Maine Chapter ITE
The joint New England Section, New Hampshire Chapter, and Maine Chapter meeting was held Thursday, June 18, 2009 at the York Harbor Inn on Coastal Rte 1A in York, ME. Chris Webster P.E., Safety Engineer at the FHWA Resource Center, held a six-hour technical workshop on Intersection Safety. After the social hour and dinner, Carol Morris, public relations expert, spoke on the process and progress of the Maine DOT/NHDOT Piscataquis River Bridge Project. Maine Chapter election results were announced:

- John Adams of Sebago Technics was elected the secretary/treasurer for a two-year term.
- Randy Dunton of Gorrill-Palmer Consulting Engineers, Inc moves into the vice-president position
- Rob Kenerson of BACTS takes over as president.
- Tom Errico of HNTB is outgoing president and was congratulated on the job well done over the past six years. There is no rest for Tom as he is now a junior director on the New England ITE Section Executive Board.

Massachusetts Chapter
The Massachusetts Chapter’s joint NE/MAITE meeting was held on Sept. 16. Professor Peter Furth held a training session on Transit Priority and Jamey Tesler from the Executive Office of Transportation and Public Works delivered the keynote address on Massachusetts transportation reform. In February, the Mass. Chapter sponsored its 4th annual Student Symposium at the UMass Lowell. Sen. Steven Baddour was the keynote speaker. The Chapter has reached out to partner with the CT Chapter for next year’s symposium. In July, we held our 2nd annual summer social at the Greatest Bar at North Station in Boston. The turnout was great and included representatives from MassHighway, Jacobs, Howard/Stein-Hudson, and McMahon, among others.

Future projects: Potential joint meetings with ITS Massachusetts and the Mass. Municipal Engineers and lunchtime or after-hours Webinars at a Boston location.

Technical Committee Report
Lionel Lucien from the Massachusetts Executive Office of Transportation and Public Works (EOTPW) has contacted the Technical Committee about updating the draft Massachusetts Environmental Policy Act (MEPA) guidelines developed by the Committee many years ago. Members of the Technical Committee talked with Lionel Lucien and agreed to work with EOTPW and the Executive Office of Energy and Environmental Affairs (EOEEA) to revise the guidelines. EOTPW/EOEEA is currently reviewing the original document and will send comments to the Committee for input. A meeting between representatives from EOTPW/EOEEA and the Committee will be scheduled following their review.

The Technical Committee continues to advance the Traffic Signal Coordination Project. The next meeting will be scheduled soon.
Continuing Education in NEITE: We Need Your Help

Joe Balskus, Committee Education Chair

After being involved with Continuing Education over the last four years with several successful training sessions ranging from roundabout software analysis to safe routes to school and work zones, we are looking for new training ideas from the membership!

Ideas for training courses in the past, which have not yet been offered include MUTCD training, parking lot or facility design, and FHWA-sponsored courses.

NEITE Continuing education is a great opportunity! Members, we need your feedback and fresh ideas for training that are hot and would draw significant interest and most importantly, serve you, the membership, for the coming year.

If you have ideas for training sessions that would benefit the membership the most and have a high interest level, whether a half-day, full-day of training, please forward them to me at jcbalskus@tighebond.com, current Committee Chair, or the incoming President, Kevin Dandrade.

Thank you and happy holidays!
On Wednesday, May 20, 2009 the NEITE held the 10th Annual Thomas E. Desjardins Golf Tournament to benefit scholarships for college students in the field of transportation engineering. This year's tournament took place once again at Sandy Burr Country Club and marked our first decade of golf tournaments and scholarships. Over past nine years 13 scholarships have been awarded to dedicated and deserving engineering students. I thought I would recognize each of these award winners:

- 2000 Michael Knodler, Jr. from UMass Amherst
- 2001 Jeff Gaeta from Northeastern University
- 2002 Michelle Langone from Northeastern University
- 2003 Emily Knapp from Northeastern University
- 2004 Michael Seluga from Northeastern University
- 2005 Nick Scenna from Merrimack College and David Hurwitz from UMass Amherst
- 2006 Maaza Mekuria from Northeastern University and Eric Jackson from UConn
- 2007 Alex Normandin from UNH and Arianna Micke from UMass Boston
- 2008 Samuel Gregorio from UMass and Deanna Peabody from UMass

This year we will be awarding two new scholarships, thanks to your support, for $1500 each. One is directed to an undergraduate level student and the second to a graduate level student. I understand from talking to Ken Petraglia we have already received several applications, thanks to Ken's outreach program with each student chapter.

The number of golfers this year dropped dramatically to 45. We have experienced a steady decline over the past decade from our initial start of over 100 golfers to this year's low. In spite of the numbers this year the golf tournament did manage to clear a profit of just over the $3000 mark. This will allow us to award the two scholarships without reducing the scholarship fund balance.

One of the problems with the number of golfers this year and in years past is the tournament conflicts with other meetings in late May of each year. The ITE district meeting is usually scheduled in May and this year we had a conflict with the APWA Pier 4 luncheon. In order to avoid these conflicts, I am going to move the date of next year golf tournament to the 1st or 2nd week of June to see if we can improve attendance.
Upcoming Events

To see a list of all activities and news relating to the ITE visit www.ite.org/site/event.asp or www.neite.org for NEITE specific information.

December 7, 2009
NE Section Meeting
Warwick, RI

Technical Sessions

2010 HCM Update
This technical session will provide participants with a detailed summary on the forthcoming update to the HCM in 2010. Presenter: Fred Mosley of Fay, Spofford and Thorndike.

State of the State DOT’s - New England
This technical session will include a panel of traffic engineering representatives from the New England State Departments of Transportation. Each traffic engineering representative will provide a State of the DOT from their respective State.

Time: 2pm – 4:15pm
Location: Crowne Plaza Hotel, Warwick, RI

CONTINUING EDUCATION
One Professional Development Hour will be awarded for each of the technical sessions attended.

REGISTRATION – SEE ANNUAL MEETING REGISTRATION FORM
DATE: December 7, 2009

PLACE: Crowne Plaza at the Crossings
Warwick, RI

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

Young Professional Group Meeting: 2:30PM with a Special Guest Speaker

Technical Session: 2:00PM to 4:15PM

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

Dinner: 6:30PM

Hotel Information: NEITE has reserved a limited number of rooms at the Crowne Plaza. Please make reservations by November 22, 2009 and refer to NEITE to obtain the lowest rates available. Their telephone number is 401-732-6000.

Please let us know when you make your reservations.

Directions: From 195 North and South: take exit 12A, Route 113 East to Route 5. Turn right onto Rte 5. The hotel is the first right.

From 1-295 Southbound only: Take exit 2 to Route 2 South. At first traffic light, turn left onto Route 113 East. Follow to Route 5, turn right. Hotel is the first right.

Technical Sessions are as follows and will each offer 0.5 PDHs

NEITE ANNUAL DINNER RESERVATIONS
Pre-registration cost: $65.00 (Students: $30.00)
REGISTRATION DUE BY November 25, 2009
All Walk-Ins: $75.00
Please bring a gift or bottle for the door prize raffle.

To register, complete information below and return with check.

Name: ____________________________________________

Company: __________________________________________

Dinner Choices: Beef _______ Stuffed Fillet of Sole _______ Cheese Tortellini _______

MAKE CHECKS PAYABLE TO NEITE. ALL REGISTRATIONS MUST BE HONORED
Mail, call, fax, e-mail registrations to: Ocean State Signal
27 Thurber Blvd.
Smithfield, RI 02917
WORKSHOP CONTENT
This workshop will provide participants with pedestrian safety engineering countermeasures that will make transportation systems safer by reducing the number of conflicts and collisions between motor vehicles and pedestrians. The workshop will discuss the safety and operational effectiveness of various strategies, and the participants will leave the workshop realizing the importance of designing for all road users.

INSTRUCTORS
This course will be taught by Keith Sinclair and Rudy Umbs, Highway Safety Engineers with FHWA- National Resource Center, Safety & Design Technical Services Team.

DATE AND LOCATION
ITE New England Section Annual Meeting
Date: Monday, December 7, 2009
Time: 8:30am-4:15pm
Location: Crowne Plaza Hotel, Warwick, RI

CONTINUING EDUCATION
Six Professional Development Hours will be awarded to the workshop participants.

FEE
The fee for this workshop is $230 and includes training text, hand outs, breaks, lunch and dinner at the NEITE Annual meeting.

REGISTRATION
To register for this workshop, please contact:
Ocean State Signal Company
27 Thurber Boulevard
Smithfield, Rhode Island 02917
Phone (401) 231-6780
Fax (401) 231-4390
Email suemc@oceanstatesignal.com

Make checks and purchase orders payable to: NEITE
Please, register by November 24th.
Space is limited.
For more information on this training session, please visit our website at www.neite.org

To register, complete information below and return with check.

Name: ________________________________

Company: ________________________________

Dinner Choices: Beef ________  Stuffed Fillet of Sole_______  Cheese Tortellini ________

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