A Letter from the PRESIDENT

Dear Members:

Greetings and Salutations! (This I get from the renowned “Charlotte” of E. B. White’s Charlotte’s Web, a family favorite which highlights the meaning and depth of friendship).

First, I would like to acknowledge Maureen Shea for the tremendous effort she put into the first WTS Connecticut Valley Newsletter since she has taken over as Newsletter chair. While the Newsletter can be a lot of fun, it requires a great deal of time, imagination, and coordination. The Newsletter looks great and is very informative. Please be sure to take the time to get up to date on all recent Chapter and transportation industry news, and, if you run across an interesting article or have been involved in something you would like to share with your fellow members, I’m sure Maureen would love your input! She can be reached at ConnDOT at (860) 594-2911.

The year seems to be flying by! Our first three programs (On AFV’s, High-Speed Rail, and ITS) were very successful, and we were very pleased with the many compliments on the Chapter’s 7th Annual Luncheon and the interest in the Chapter it generated. Due to time constraints, particularly with several of us attending the WTS National Conference in San Diego, we did not hold a May program.

This year I attended my second WTS National Conference, an experience which I hope you all have the opportunity to enjoy. The National Conference really drives home the mission and strength of WTS, and gets me very excited about being more involved on both the chapter and national levels. It also got me thinking about different transportation issues, outside my own particular field of experience or expertise, thinking more “global” and “multi-modal”. As a result, I stay more in touch with what is going on in the transportation industry as a whole. My expanded role in WTS, and a greater awareness of current transportation issues has increased my worth and visibility within my company, and strengthened my own self esteem.

WTS can provide many great business contacts, as well as a spirit of camaraderie among women and men in the industry. An example: At last year’s National Conference in Baltimore, I remember meeting a lively woman from Austin - the only person I’ve ever met from Austin. In January, I had a business meeting in New York with Lisa Nungesser, a company Vice President, who happened to be from Texas. To my surprise, Lisa was the woman I had met in Baltimore! Imagine how much more at ease we both were, having previously met, and having a “common denominator”. Lisa has been instrumental in starting the new Heart of Texas (Austin) Chapter of WTS. She is now that chapter’s President, so I again had the opportunity to meet with her at this year’s San Diego Conference.

These opportunities within WTS are not for a select few, but for all members - Seize the opportunity!! Also, this year we are fortunate to have had four members attend the National Conference - myself, Lori Long, Christina Olson, and Maureen Shea. Watch your mail for an update on what we did and learned at the National Conference in San Diego...

Kathleen Boyle
President

WTS Connecticut Valley Holds Its 7th Annual Luncheon

The 7th Annual Chapter Luncheon was held on April 15, at the lovely Indian Hill Country Club in Newington. The Annual Luncheon provided the perfect forum for the presentation of the 1997 Annual Awards and a presentation on Design-Build - The Current Trend In Transportation Projects.

Following the presentation of awards, Leslie Haines, WTS member and structural engineer for DeLeuw, Cather & Company, introduced Mr. Richard Cary-Brown. Richard is currently the Vice President, Office Manager, and Highway Sector Director for DeLeuw, Cather. He has vast first-hand experience on design-build projects, particularly abroad, including work in the UK and Turkey.

Mr. Cary-Brown illustrated the advantages and disadvantages of implementing the design-build concept by reviewing two large projects which his organization, DeLeuw, Cather & Company, is involved with. The San Joaquin Corridor is an $800 million, cross-country toll facility. I-15 in Salt Lake City is a main highway project into Salt Lake City, Utah, home of the 2000 Olympics. This $1.3 billion project was federally funded as a “special project”. Currently, federal funding is not available for design-
build projects, unless the project is determined to fall under the "special project" category.

Design-build projects are the most common abroad. The most obvious difference between a traditional project in the U.S. versus a design-build project is in the relationship between the owner, designer, and contractor. Traditionally, the owner employs a designer to design the project, and after the design is complete, the owner hires a contractor to perform the work. In a design-build project, the owner hires a design-build team, which includes the designer and the contractor. This allows the builder to have input in the design of the project, and allows actual construction to begin prior to completion of the design.

The major advantage to a design-build project is in its impact on project schedule. There can be a significant savings in time, due to the overlap of the design/construct functions, and this often translates into a monetary savings to the owner. Other advantages include the owner’s ability to fix the project cost earlier, having a single point of responsibility since the design/build team works together, constructability issues are considered when developing the project schedule, and there is an opportunity to optimize the contractor’s ingenuity.

The main disadvantage to the owner would be the loss of control, reduction in checks and balances, which leaves the potential for degradation in quality, and tying the project’s destiny to one contractor.

Other issues a responsible owner must consider are the price of transferring risk to the design/build team, ensuring that there is adequate competition for the project, that the owner is adequately able to define project scope, right-of-way and environmental considerations, and, of course financial situations. With design-build projects, funding is a key factor. Because this type of project is usually completed in a much shorter time period, funding must be available sooner, which could be very problematic for owners, particularly States which rely heavily on federal funding.

Small business are also concerned that they will be excluded from these types of projects.

Mr. Cary-Brown provided a brief narrative on “Lessons Learned”. He indicated that the level of management required for design-build projects is greater than for the more traditional approach to transportation projects. Because the need for communication and meetings is more intense, he believes it is more advantageous for the designer/contractor team to be located together to allow for better interaction. Also, due to potential priority conflicts between the designer and the contractor, greater flexibility must be demonstrated by all.

The Annual Luncheon was attended by a very diverse group of transportation professionals, including construction contractors and design/construction management consultants, who had an interesting list of questions for our speaker.

On behalf of the WTS Connecticut Valley Chapter, I’d like to express my personal thanks to Mr. Richard Cary-Brown for a most interesting, well-presented presentation. My deepest appreciation also goes out to those who helped organize this year’s luncheon, especially Lori Long, Maureen Shea, Leslie Haines, and Christina Olson. It was a tremendous success due to their hard work!!

For those who were unable to attend this year’s annual meeting, we’re sorry you missed such a wonderful program and the opportunity to do a little networking. We hope to see you at other programs soon!

Kathleen Boyle

1997 Annual Awards Presentation
Following the business meeting, Christina Olson presented the 1997 Annual Awards. This year’s Company of the Year was DeLeuw, Cather & Company. DeLeuw, Cather has been a long-time supporter of WTS, at both the local and national levels. In addition to providing last year’s Annual Luncheon speaker, Mr. Ardell Hoveskeland (ITS: Its Implementation on Boston’s Central Artery), they have been very supportive of their staff with regards to membership in WTS. DeLeuw, Cather is also a sponsor of WTS National.

Then Christina presented the 1997 Member of the Year Award to Kathleen Boyle. As an employee of Parsons Brinckerhoff, friend to many, mother of six, sister, wife and an active WTS member for the last two years, Kathleen has proven to be dependable, reliable and displays exemplary enthusiasm. She not only sets high goals but reaches for the stars and in an effort to succeed usually far exceeds all expectations. Her enthusiasm is contagious and invigorating - making it difficult to say “No” when she asks for your help. As Newsletter co-chair, Kathleen turned the paper around making it both informative and interesting. Her efforts and dedication are demonstrated on a daily basis and WTS has benefited a great deal as she so selflessly volunteers so much of her time to the Connecticut Valley Chapter. Thank you and congratulations Kathleen from WTS Connecticut Valley.
WTS National Conference

What an Experience

The WTS National Conference experience has made a great impression on me! For those of you who have been fortunate enough to attend a WTS Conference, you already understand the excitement of the experience and the aftermath once it is over. Attending the 3-day conference has left me with a great amount of motivation that I can not help but pass along to anyone who will listen.

The Connecticut Valley Chapter was very fortunate to have 4 members and 1 past member attend this year's conference in San Diego, California. We all enjoyed the programs and accommodations and even had some time to see the local sites.

A Little About The Conference...

The schedule was packed full of meetings, meals, speakers, transportation programs, meals, professional development seminars and receptions. There were many professional women and men who were all interested in sharing transportation/WTS information and professional experiences. The speakers were absolutely fantastic and filled the group with energy and excitement about today and tomorrow's many modes of transportation. Within these three days I was able to learn many of the intricacies of WTS National and meet many members and professionals who are the main steam engines of what makes this association one of the largest and strongest nationwide.

During the Conference I learned about the WTS National web site (www.wtsnational.org), which has been up and running since 1994. The cost of the web site management service is steep and this is where some of the increase to membership dues has been applied. The Connecticut Valley Chapter is currently developing a web page where information can be updated on a weekly basis. If you have any suggestions we would love to have your input (please call K. Boyle 203 468-5100 or L. Long 203 335-7425).

President Meetings were held on Wednesday and I was fortunate to be able to attend them with K. Boyle. From the first minute I walked over to the registration table I felt comfortable and welcomed as member and as a National Conference attendee. Everyone was anxious to meet each other and share experiences from where they had traveled and what their chapter and affiliation was. The meetings provided an open forum for all opinions (positive or otherwise) with all attendees working together to find solutions to each chapters difficulties. It was interesting to find that other chapters have similar difficulties with membership, programs, keeping chair seats filled and keeping enthusiasm high throughout a term (2 years). The meetings gave me knowledge that as a WTS President/Vice President there is support on a variety of levels within WTS National and throughout the nation.

On Wednesday, a welcoming fiesta was held at the Casa del Prado in Balboa Park, a short bus trip from the hotel. The fiesta was a combination to welcome WTS National Conference attendees and to celebrate Bechtel Infrastructure Corporation's 100th anniversary. The evening was cool but the authentic Mexican food and the entertainment of Mexican Dancers was a lot of fun to watch and provided us with a taste of the local culture.

I attended a professional development workshop on Mentoring, held by Lee Lawton, Assistant Vice President of Parsons Brinckerhoff (PB). Mr. Lawton explained in detail that mentoring is now being recognized as an important tool for organizational transformation and development. He

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indicated the PB performed an employee attitude survey which revealed that mentoring was actually working within the firm and was looked upon as positive. Mr. Lawton discussed the process of matching a Mentor and a Mentee and further stated that the mentoring experience has proven to be effective for both by building awareness of the needs of the employee and understanding issues that otherwise might go undetected. An interesting subject that Mr. Lawton talked about was the risks involved with men/women mentoring teams. It was interesting to hear that there are issues in the area which are being studied and evaluated. In closing Mr. Lawton expressed that mentoring has been an effective technique for PB which benefits both the employee and PB. He is enthusiastic and continues to study its results.

A panel discussion on Leadership in Transportation featured Gloria Jeff, Deputy Administrator, USDOT Federal Highway Administration. Ms. Jeff was a dynamic speaker with so much energy that she lit up the room. Ms. Jeff talked about her experiences as one of the top transportation leaders and her techniques for making it as far as she has. She stressed the need for all of us to take risks to succeed. She concluded with a statement full of energy announcing that the future is ours for the taking.

We were all so impressed with Gloria Jeff as a speaker that the Connecticut Valley Chapter invited her to bring this enthusiasm to Connecticut. We look forward to having her as our guest on November 18 - look for details in this Newsletter.

During lunch on Thursday, Ms. Sunniva Sorby talked and showed slides on the first women's expedition to the South Pole. Ms. Sorby, one of the four members, walked 1,500 miles in 73 days (2.5
months) to be the first women to complete such a feat. The expedition took 5 years to plan and 1.5 million dollars to execute, including a $400,000.00 debt once complete. Ms. Sorby shared the camaraderie, desolation, pain, teamwork and mental and physical struggles necessary to meet the challenge of the trek but also saw the beauty of Antarctica. For me the entire talk was all absorbing and nearly unbelievable. Ms. Sorby is a very small framed woman with a very strong mind for defeating the odds, she expressed to the audience her mere love for the experience and her true dedication to something she has done that no other woman has. I have a real admiration for Ms. Sorby and wish her equal success with her next expedition in 1999. She is a true inspiration!!

In closing I want to again express my enthusiasm and excitement to continue with my work on the board as your Vice President. I also want to encourage members to become more involved with the Connecticut Valley Chapter. We need your support as a member and as a recruiter of new members. Collectively we are strong and together we can expand.

Lori Long
Vice President

I-95 RECONSTRUCTION

The July 20, 1998, program, which was presented by CDOT/Frederic R. Harris, Inc., was a great success. The program was held at the project field office located in Bridgeport. It began with a video describing the Corridor Improvement Program and the exciting new advances it is offering motorists traveling on I-95 through Bridgeport.

Our first speaker, Mark Rolfe, has been employed by CDOT since 1984 and has worked on Interstate 95 (I-95) since 1987. He is currently the Program Manager for the Bridgeport Corridor Construction Projects. Mr. Rolfe supervises Project Engineers and Resident Inspection staffs administering the individual construction projects in the corridor. Mark began by stating that the I-95 Bridgeport Reconstruction Program is an integrated matrix of five major construction projects and related nearby smaller projects. The project involves adding full shoulders and operational lanes, reconstructing key entrance and exit ramps, increasing clearance over local roads and modernizing important interchanges. This portion of the corridor carries approximately 130,000 vehicles daily and the CDOT/MetroPool goal is to maintain the roadway so that the traveling public is virtually unaffected by the construction.

Mark explained that only 3 of the projects are currently ongoing, with another 2 expected to begin within the next few years. He indicated that it is critical for the corridor projects to remain on schedule as each individual project proceeds along with stages, which affect the schedules of the other projects. Mark stated that currently the corridor is proceeding on schedule with the project success credited to an outstanding group of dedicated people partnering together toward a mutual goal.

Our second speaker, Franco Balassone, is an Associate Vice President of Frederic R. Harris, Inc. (FRH), and the Resident Engineer responsible for oversight of FRH’s Construction Engineering and Inspection (C.E. & I) services to CDOT for the portion of the corridor project known as the “Orange” Project.

Franco explained that the project includes the reconstruction of local roadways, eight bridges, the addition of new full shoulders and operational lanes including the improvement of ramps. To date, the project is on schedule and progressing with very few problems. He indicated that the major portion of the Orange Contract is Bridge No. 105 which, consists of 76 drilled shafts or caissons. The drilled shafts are currently under construction with 26 complete to date. A slide presentation explained in detail how, the shafts are constructed using unique machinery and equipment. The setup and use of a caisson oscillator, which originated in Europe, and supporting crane equipment was very informative. After entertaining questions Mr. Balassone lead a guided tour on the project where the group was fortunate to see a drilled shaft under construction during the night shift operation.

WTS would like to again express their appreciation to Mark and Franco for their time involved in the presentation as well as allowing the use of the field office for the evening’s program.

WTS National Web Page
On line news from WTS National and about other WTS chapters across the country, can be accessed via the worldwide web at: http://www.wtsnational.org

WTS Job Bank / Information Hotline

(860) 298-7000 ext. 148

If you have a job posting for the Hotline contact Colleen Kissane at (860) 594-3255. Please remember access to the Hotline for obtaining job information is for WTS members only.
WTS CALENDAR 1998

Wednesday, October 14, 1998
Holiday Inn, North Haven
5:00 – 7:30 p.m.
A professional development workshop on Mentoring. Don’t miss this opportunity to learn about developing a mentoring program, selecting a mentor or mentee, and the benefits to the mentor, mentee and your company. Watch your mail for further details. Contact Kathleen Boyle at (203) 468-5100 for more info.

Wednesday, November 18, 1998
ConnDOT Atrium, Newington
5:30 p.m.
Join us for a reception to welcome Gloria Jeff, Deputy Administrator for the U.S.DOT Federal Highway Administration. Gloria, a long time supporter and advisor of WTS National, will be explaining TEA21, the reauthorization of ISTEA monies, along with her perceptions of the future of transportation.

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Thursday, December 3, 1998
Annual Holiday Social
Holiday Inn
Route 5, North Haven, CT
5:30 - 7:30 p.m.
The event will include 2 hours of open bar and hot hors d’oeuvres.
NOTE: The above dates and topics are subject to change, pending formation of the new program committee.

Looking To The Future...
Plans are already being made for next year. Topics that have been discussed include:
• An update on Community Consensus Building and Selected Design for the Pearl Harbor Memorial Bridge (aka the Quinipiac River Bridge, or the Q-Bridge)
• Breakfast for the Connecticut Transportation Committee
• Speaker from the Permanent Commission on the Status of Women re: Women in Non-Traditional Occupations and the Status of Women in the Workforce of Connecticut
• Plans for parking in Hartford
• Transportation and the U.S. Postal Service (tour of a USPS Distribution Center)
• Professional Development Workshops (possible topics)
  • Time Management
  • Conflict Resolution
  • Progressive Dinner/ Business Card Exchange - Exercise in Networking
  • Exploring the differences in the communication styles of men and women
• We also look forward to working with ITE, SWE, CCTA, CSCE, and the 99 Club

Mark Your Calendar: The 1999 WTS National Conference will be held in Chicago, Illinois, May 5-7. The WTS Chicago Conference Committee is busy developing exciting, innovative programs and presentations for next year’s National Conference, Bridging the Centuries.

Whether you are a Chicago Cubs fan, a fan of the arts, or a fan of specialty stores and gourmet restaurants, Chicago has much to offer! Chicago is a cultural center featuring everything from blues to jazz, museums, conservatories, a zoo, 7,000 acres of parks and miles of lakefront shoreline.

As we learn more about planned events and speakers for next year’s conference, we’ll keep you apprised. You can also obtain more information through WTS National at (617) 367-3273 or at the web site: www.wtsnational.org.

Again, we really encourage you to attend a National Conference. There is no better way to understand the strength and energy of WTS, and solidify your place in, and benefits you can receive from, WTS.

So mark your calendar!!

HELP WANTED

WTS Connecticut Valley has identified the following goals for 1998:
• Increase membership and member participation
• Improve the quality and participation at programs and events
• Increase WTS visibility within Connecticut

The board feels a great deal of progress has been made in meeting these goals thus far and hope to see continued progress. They would appreciate any feedback you can provide, as well as ideas for improvement, program topics, event locations, and especially business contacts who you feel would benefit from WTS membership and would be an asset to our organization.