

The New England Transportation Consortium, a collaborative effort of the New England State Departments of Transportation and State University Systems, provides a regional approach to developing innovative solutions to transportation problems common to the New England states through research and technology transfer.



STATE DEPARTMENTS OF
TRANSPORTATION

Connecticut Department of Transportation

Maine Department of Transportation

Massachusetts Department of Transportation

New Hampshire Department of Transportation

Rhode Island Department of Transportation

Vermont Department of Transportation



STATE UNIVERSITIES

University of Connecticut

University of Maine

University of Massachusetts System:
UMass – Amherst
UMass – Dartmouth
UMass – Lowell

University of New Hampshire System:
University of New Hampshire
Plymouth State University

University of Rhode Island

University of Vermont



NETC

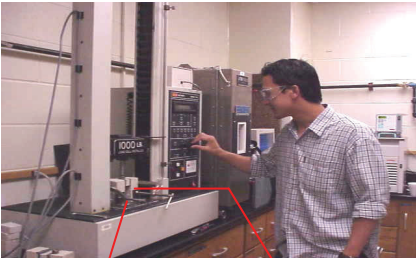
THE RESEARCH
&
TECHNOLOGY TRANSFER STORY

TRANSPORTATION INNOVATIONS
&
IMPROVEMENTS FOR THE FUTURE
THRU
RESEARCH & TECHNOLOGY TRANSFER

BRIDGES, SIGNS, & GUARDRAILS



Examining the use of Ground Penetrating Radar for inspecting concrete bridge decks; **University of Vermont - \$224,901**



Developing a polymer/carbon-fiber/ground rubber-based bridge expansion joint; **University of Connecticut - \$149,982**



Bridge rail transitions crash-tested and qualified for use on the National Highway System; **Texas Transportation Institute - \$240,000**

ROAD CONSTRUCTION & MAINTENANCE



Development of a truck-mounted prototype for continuous measurement of roadway de-icing salt concentration; **University of Connecticut - \$187,336**



Evaluating the reinforcement and drainage capabilities of geosynthetics in roadway construction on soft subgrade soils in cold regions; **University of Maine - \$150,000**

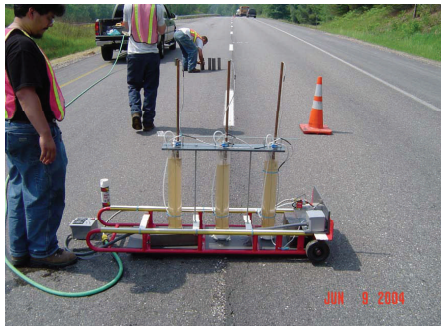


Developing techniques that improve the adhesion of topcoat paints applied to galvanized metal; **University of Rhode Island - \$125,000**

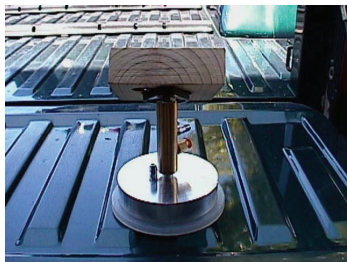
PAVEMENTS



Developing a testing protocol for use of the rapid triaxial test system in quality control of Hot Mix Asphalt production; **UMass Dartmouth - \$80,000**

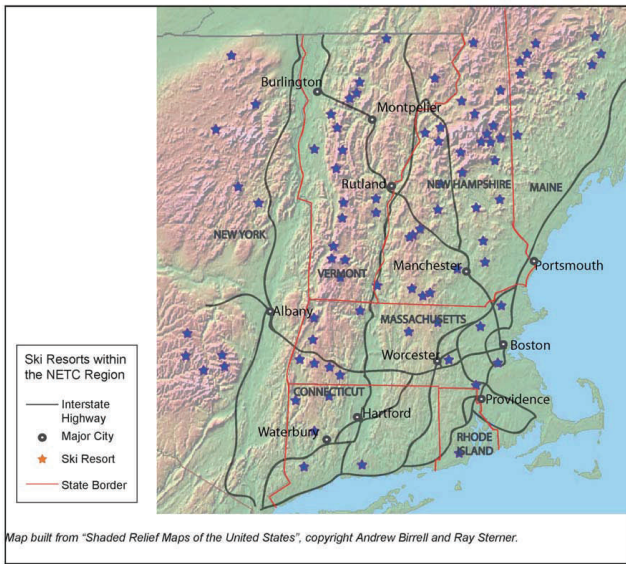


Evaluating the effectiveness of a field permeameter as a quality control tool for longitudinal joints in asphalt pavements; **University of New Hampshire - \$77,318**



Development of a laboratory-field permeameter for use as a field quality control device for Hot Mix Asphalt pavements; **UMass Dartmouth - \$95,500**

INTELLIGENT TRANSPORTATION SYSTEMS



Assessing the applicability of Intelligent Transportation Systems to winter recreational travel problems in New England; **University of Vermont - \$54,725**

SOILS



Determining the effectiveness of the Portable Falling Weight Deflectometer as a tool for setting roadway load restrictions; **University of Maine - \$100,000**

RESEARCH FUNDING

University of Connecticut:	\$1,323,193
University of Massachusetts System:	\$1,984,821
University of Maine:	\$607,346
University of New Hampshire System:	\$728,489
University of Rhode Island:	\$824,610
University of Vermont:	\$653,662

MATERIALS



Development of design and control procedures for a chemical admixture to provide improved protection against road salt induced corrosion in concrete bridge structures; **UMass Amherst - \$133,385**



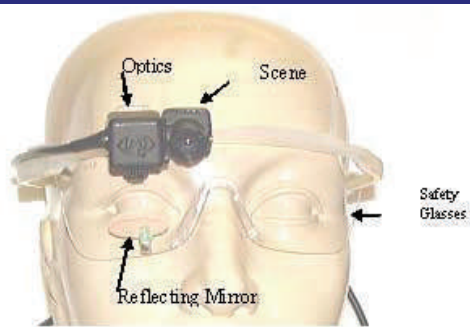
Expanding the use of Advanced Composite Materials in transportation infrastructure projects in New England; **UMass Amherst - \$72,845**

STORMWATER TREATMENT



Evaluating bacteria removal and survivability efficiency of stormwater hydrodynamic separator units; **UMass Lowell - \$80,000**

TRAFFIC OPERATIONS



Developing mitigating measures for workzone collisions; **UMass Amherst - \$70,387**



Creating elderly-friendly, graphic-aided, dynamic message driver information signs; **University of Rhode Island - \$60,000**



Determining the impacts of inclement weather on traffic flow and integrated traffic signal operations on arterial streets;

University of Vermont - \$74,038

TECHNOLOGY TRANSFER



Highlighting the Consortium's Research at the Annual AASHTO Meeting