SPRINGFIELD “X” SAFETY IMPROVEMENTS
STEVE SEVARIA, PE, PTOE—FUSS & O’NEILL

THE NEW ENGLAND CHRONICLE
THE OFFICIAL PUBLICATION FOR THE NEW ENGLAND SECTION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

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CANAAL DOCK BOATHOUSE
Dear NEITE Members and Interested Readers:

With Spring here (I think) it is a good time to think about rebirth and growth. For me that translates to how I can become more involved in ITE and how to take advantage of ITE opportunities. I just returned from the Northeastern District meeting in New Haven and I feel energized and excited about our incredible organization. If you have not attended a District meeting in the past, I strongly urge you to take advantage and experience one in the future. What a great way to participate in technical training and socialize/network with other transportation professionals. New Haven was a special meeting not only because it was a District meeting in a great city, but the meeting coincided with the ITE International Board of Directors meeting. It allowed attendees to interact with Jeff Paniati our Executive Director; Bruce Belmore our International President and Randy McCourt our International Vice President. What a thrill to have our Executive Director, International President and Vice President attend our Section Board meeting. We are very lucky to have dedicated staff that truly want to make ITE great and provide benefits to our members. Some things to think about as you consider ways to grow your ITE professional lives.

NEITE Annual Meeting – As I mentioned in the last issue of the Chronicle, we are investigating opportunities for improving our signature annual event. You should have received an email with a request for completing a survey. We want to hear from you, so please provide your feedback. It is critical to how we consider program changes at future meetings.

Technical Training - Take advantage of the many training opportunities provided by ITE through on-line webinars or at our Chapter and Section meetings. We have several State Chapter meetings scheduled in the coming months, so attend a local meeting. ITE has comprehensive training program opportunities to help you stay current on advancing technical topics.

Stay Informed with NEITE Activities – Go to our website which provides a wealth of information and a calendar of Chapter and Section activities. www.neite.org

Give Back to your School/Student Chapter – I am truly amazed at the intelligence and passion of our Student Chapter members. Get involved and see firsthand what a great future we have. Connect with your school Chapter. You will be rewarded.

Please feel free to reach out to me at 207.347.4354 or Thomas.errico@tylin.com if you have questions.

Best regards,

Thomas A. Errico, PE

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Canal Dock Boathouse, New Haven, CT
Photo Source: Rebecca Hall, VHB
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Useful Links

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

ITE Northeastern District: http://www.northeasternite.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-metsection.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.maineasce.org/maine

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

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

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

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

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

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

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

APA Rhode Island Chapter: http://www.rhodeislandapa.org
Hello New England Section!

Our members enjoyed the fresh spring air and fresh transportation ideas at the 2019 ITE Northeastern District Meeting in New Haven, Connecticut. A recap of the meeting is included in this issue of the New England Chronicle. A big thank you to all of the sponsors of the meeting and the local arrangements committee for making the event a success.

Also in this issue is a case study submitted by Steve Sevaria, PE, PTOE describing safety improvements at the Springfield “X” intersection in Springfield, MA.

I would like to thank all of the New England Chronicle sponsors for their continued support. If you are interested in becoming a sponsor of the award-winning New England Chronicle, please contact Lisa Rutherford of Ocean State Signal (lrutherford@oceanstatesignal.com) or myself. I would also like to thank all of the contributors to this issue.

Has your team delivered an innovative project? We would love to hear what you are working on! All members of the New England Section are welcome to contribute their experiences and ideas to the New England Chronicle. Please send content, along with a headshot for all those authoring the article, to me at tschwartz@tesseraengineering.com.

I hope you enjoy the Spring issue of 2019!

Theresa M. Schwartz, PE, PTOE
Chronicle Editor
tschwartz@tesseraengineering.com

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Welcome New Members!

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<th>Affiliation</th>
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<td>Timothy Osgood</td>
<td>Rowan University</td>
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<td>Joseph Ienna</td>
<td>Vanasse Hangen Brustlin, Inc.</td>
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<td>Sarah Bakhtiari</td>
<td>UMass Amherst</td>
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<td>Andrew Heinz</td>
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<td>University of Hartford</td>
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<td>Tushar Gaddi</td>
<td>Vanasse Hangen Brustlin, Inc.</td>
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<td>Robert Baskerville</td>
<td>Bedford Design Consultants, Inc.</td>
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<td>Kenneth Cusano</td>
<td>Weston &amp; Sampson</td>
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<td>David Tompkins</td>
<td>Gannett Fleming</td>
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<td>Christopher Hunter</td>
<td>University of Rhode Island</td>
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<td>Julio Chow</td>
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<td>Denise Prussen</td>
<td>University of Hartford</td>
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<td>Michael Gudeczauskas</td>
<td>University of Hartford</td>
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<td>Jenny Austin</td>
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Springfield “X” Safety Improvements

STEVE SEVARIA, PE, PTOE
Fuss & O’Neill

The intersections of Sumner Avenue, Dickinson Street, and Belmont Avenue have been an ongoing safety concern for the City of Springfield for over a decade. This dangerous intersection is often referred to as “The X”, and is located in an area filled with shops, restaurants, and pedestrians. Due to the ongoing and bustling traffic flow, several pedestrians have been struck at this location and a plethora of vehicle accidents have occurred over the years. According to MassDOT’s top 200 most dangerous intersections, “The X” ranks number 16, with multiple accidents with injuries recorded. The intersection has antiquated traffic control equipment and has not been substantially updated in 40 or 50 years to keep up with the increase in traffic demand. The redesign of the corridor has been endorsed by the Mayor and the City Council; and it has been the subject of extensive media coverage.

“The X” serves not only the local population, but also regional transportation for daily commuters as it serves as the primary east-west arterial leading to Interstate 91 and downtown Springfield. The Sumner Avenue corridor is the primary gateway to Forest Park, one of the nation’s largest urban parks covering 735 acres, yet the corridor offers limited pedestrian and bicycle connections. Additionally, a number of residents in the corridor and throughout the City lack access to a car and rely on public transit, biking, and walking along the corridor, increasing the number of pedestrian and cyclists in the area.

The City of Springfield contracted Fuss & O’Neill to implement the concept of the intersection redesign and help advance through the MassDOT project development procedure. To date, this process has included project development engineering, environmental documentation and permitting, as well as the completion of a Functional Design Report, a Design Exception Report, a Road Safety Audit, 25% Design submission, Preliminary Right-of-Way plans, and participation in public hearings.

The project begins at the Sumner Avenue intersection with Forest Park Main Greeting Road and spans approximately 3,100 feet east to the intersection with Daytona Street. The project area includes two shared use paths within Forest Park. The surrounding land uses consist mostly of commercial buildings and residential areas.

Our challenge was to provide solutions for improving traffic flow, bicycle and pedestrian safety, and accessibility to Forest Park, schools, and businesses in an increasingly auto-centric corridor that includes both retail and residential use. The Fuss & O’Neill team were tasked to address existing and future deficiencies associated with the increase in traffic demand while improving safety and efficiency. To do this we had to create a design that balanced the mobility and access needs of roadway users as well as enhancing safety for pedestrians and cyclists. The Fuss & O’Neill team was responsible for making the area more pedestrian and bicycle friendly while slowing down vehicular traffic in an effort to make “The X” a destination rather than an area that drivers speed through to get elsewhere. The integration and connectivity of the transportation system is an important component in the development of an efficient network that accommodates various modes of transportation. A fully integrated and connected multi-modal transportation system is important for maintaining the quality of life of

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residents and a vibrant economy. The City of Springfield requested that our team focus on downtown and neighborhood revitalization, as this is not only an important safety improvement, but also an opportunity to create neighborhood connectivity and place making.

With the above goals in mind, the provided solutions were tailored to address public safety issues, decrease the number of accidents, ease traffic congestion, and create an enhanced “sense of place” by making the area a more walkable environment. The intersection improvements include:

- The widening of parts of Sumner Avenue to five lanes, adding bike lanes, diverting traffic from Belmont Avenue to ease congestion, adding turn lanes on several busy side streets and installing four new traffic signals.
- Left turn lanes were introduced on lower Sumner Avenue and mini-roundabouts were the preferred alternative at two intersections to create a more aesthetically pleasing pedestrian environment while balancing the needs of motor vehicles.
- Aesthetic enhancements included catenary lighting that will create a ceiling-like space along parts of the corridor, particularly along pedestrian plazas. This, along with up-lighting in select trees, will create a unique experience and provide a sense of safety at night.

There will be a loss of on-street parking in some outlying areas which has been balanced by an increase in parking near the core business district. This design will make parking convenient for motorists visiting businesses as well as encourage pedestrian traffic to the core business district, which will help drive economic development to the area. To further enhance the sense of community, the design also allows for two park-like pedestrian plazas and green spaces within the heavily commercial business area.

As part of the traffic engineering and transportation planning efforts, improvements have been designed in accordance with Massachusetts Green Department of Transportation (GreenDOT) Policy Initiative in an effort to reduce greenhouse gas emissions, promote healthy transportation alternatives, and support Smart Growth development. In addition, the
improvements have been developed with a Complete Streets approach to provide safe access for all users including pedestrians, bicyclists, motorists, and transit users. Complete Streets have slower speed limits, wide and maintained sidewalks and crosswalks, pedestrian focused lighting, bike lanes, and beautification like trees and plantings.

In the City of Springfield many local residents rely on public transportation, biking, and walking as modes of transportation. An important complete streets component along the corridor is the design of bicycle lanes and bicycle facilities to better accommodate cyclists. Based on data collection efforts, field observations, and collaboration efforts with City of Springfield officials, bicycle lanes on both sides of Sumner Avenue between Oakland Street and along streets that are within the project area is the best solution to balance the needs of vehicles while keeping cyclists safe. The incorporation of bicycle lanes will encourage people to cycle safely, riding at their desired speed without conflict from vehicular travel. It will also help keep bicycles off of the sidewalks, lessening conflicts with pedestrian traffic. Finally, the bicycle lanes and facilities will help boost an increase in commerce to the developing retail and commercial area, while encouraging green space.

In the heart of the corridor at Belmont Avenue and Sumner Avenue, the Fuss & O’Neill team designed two pedestrian plazas on each side of the intersection. Currently, “The X” corridor is auto-centric with little to no space for pedestrians to congregate. The plazas will enhance the pedestrian experience, increase safety, promote a sense of community, and provide green infrastructure elements. The design includes multiple seating opportunities with benches, stairs, and granite block seating for the community to rest, gather, and improve the user experience. Intentionally placed pavers and planting beds delineate pedestrian walkways and inactive gathering spaces while providing texture and colors, improving the aesthetics. Decorative bollards and planting beds have been placed to delineate travel ways and to provide security for plaza goers. Rain gardens and tree box filters not only provide aesthetics, but improve the air quality and lessen the impact on existing underground utility infrastructure. Further streetscape elements include the replacement of large canopy street trees and flowering trees in the medians. This will soften the street corridor aesthetic and delineate safe vehicular travel routes.

A large component of the design was...
2019 ITE Northeastern District Annual Meeting Recap

A total of 328 transportation professionals converged on the Omni New Haven Hotel at Yale for the camaraderie and professional development opportunities offered at the 2019 ITE Northeastern District Annual Meeting, May 8-10th.
The meeting kicked off with a welcome reception at the Canal Dock Boathouse where attendees enjoyed New Haven style pizza and refreshments while playing outdoor games and taking in the beautiful views of the New Haven Harbor.

Technical sessions offered at the event included a wide range of topics:

- Roundabouts
- Data-driven Decision Making
- Transportation Planning
- Lessons Learned in Data Collection and Application
- Tolling
- Tunneling
- Bike and Pedestrian Safety
- Transportation Advocacy
- Pedestrian Traffic Control and Flashing Yellow Arrows
- Transportation for Housing and Development
- Drones
- Autonomous Vehicles
- Vision Zero

Social activities included an emerging professionals tour of nightlife in New Haven, a golf outing at Orange Hills Country Club and a morning 5K run through the streets of New Haven and daily 7 am morning runs past through the New Haven Green and on the Farmington Canal Heritage Trail.

Adventurous conference attendees rode Bike New Haven bike share bikes on a city tour sponsored by New Haven’s City Plan Department and led by New Haven's Director of Transportation Traffic and Parking Doug Hausladen.

and took guided tour rides on the Elm City Party Bike, a pedal-powered vehicle allowing 8-15 conference attendees to roam the streets of the city together.

Professional tours included a visit to the City Traffic Operations Center and a tour of the CT DOT Rail Maintenance facility and Union Station.

Thursday night featured the Annual Awards Banquet and Think Fast Trivia Interactive, a transportation-themed game with a professionally designed production set, sound system, music videos and informative and engaging awareness trivia. Using wireless remote controls, the entire audience was able to participate.
Applications for the future June 1 - 30, 2019 computer-based exams of Professional Traffic Operations Engineer (PTOE) and Professional Transportation Planner (PTP) are due April 4, 2019.

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:
Recent MUTCD Update

An update to the MUTCD was recently issued relating to 3D Crosswalks:

“This concept does not comply with the MUTCD. As a result of demonstrated safety concerns, the FHWA is no longer considering field experimentation with "3-D" crosswalk designs. The FHWA had previously approved field experimentation with "3-D" markings until one such experiment showed unintended—and potentially dangerous—effects. A significant percentage of drivers swerved upon seeing the markings, perhaps perceiving them to be real raised objects on the roadway. While this type of driver reaction did decrease over time, the experiment showed that more than one in ten drivers might make an evasive or erratic maneuver upon experiencing this or similar installations for the first time. The results suggest that a "3-D" marking design can result in unsafe behavior by drivers. If the design is effective at portraying a 3-dimensional object and drivers believe there are real raised objects on the roadway, it is a reasonable expectation that drivers will take evasive action, such as braking abruptly, in fear of colliding with the perceived obstruction. This type of driver reaction is, in fact, what the experiment showed. The potential for a significant percentage of drivers to react unpredictably is too great a risk to allow further field experimentation.

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engaging in the public outreach process to review project constraints, concerns, and the overall project scope in a community where safety and accessibility was a high priority after many years of high accident rates and driver violations. Several public meetings have been held starting with the Improvement Planning Study phase for the community in 2015 and pre-25% concept plan to the Forest Park Civil Association in 2017 as well as a solicitation of comments for the 25% design plans.

This project is currently in the 25% design stage with construction anticipated for the 2024 construction season. Through our design, The X corridor will have a balance of mobility and access needs of roadway users while enhancing safety for pedestrians and cyclists. It will no longer simply be an intersection that motorists pass through, but a destination.
The ITE Northeastern District Traffic Bowl and Student Symposium Highlights

The ITE Northeastern District Traffic Bowl and Student Symposium was held on April 12, 2019 and hosted by the NYU Poly ITE Chapter in Brooklyn, NY. The event brought 55 students from five District One schools together for an afternoon of professional mentoring, and the District traffic bowl competition. NYU Polytechnic, UMass Amherst, Cooper Union and UConn all competed for the coveted chance to compete at the July ITE International Meeting in Austin, Texas. After three rounds of MUTCD minutia and traffic trivia, the team from UMass Amherst rose to victory with a chance once again to take the national stage. Best of luck to Minutemen and thanks for all the teams for participating!

To see a video highlight, check out: https://bit.ly/2vYXf8v
Employment Opportunities

MILONE & MACBROOM

WHO WE ARE
Milone & MacBroom, Inc. is a leading consulting firm with distinguished multidisciplinary expertise in engineering, landscape architecture, planning, and environmental science. Recognized as one of the largest engineering firms in 2018 by the Hartford Business Journal and classified in 2017 by Engineering News Record as a top design firm, MMI is looking for the next talented professional to advance the team. Our corporate office is located in Cheshire, Connecticut, with seven regional locations in New Haven, Connecticut; Portland, Maine; New Paltz, New York; Bedford and Manchester, New Hampshire; Springfield, Massachusetts; and Waterbury, Vermont.

YOUR ROLE AND INFLUENCE
Milone & MacBroom, Inc. is currently seeking a mid-level Traffic/Signal Design Engineer to work in our Transportation Group located in our Cheshire, Connecticut headquarters. There will also be opportunities to work out of our downtown Springfield, MA office. With a full palette of diverse and challenging transportation projects, we are looking to strengthen our industry-leading workforce with creative and hardworking individuals who offer new perspectives and innovative ideas. The Traffic/Signal Design Engineer will be responsible for traffic signal and communication designs, intersection/roadway designs, traffic studies, safety studies, and multi-use bicycle and pedestrian projects.

Successful candidates will work alongside a multi-disciplinary team of licensed professional engineers, architects, planners, and scientists and contribute to various transportation engineering and design projects.

YOUR SKILLS AND PROFICIENCIES
The Traffic/Signal Design Engineer should possess the following qualifications:

• Bachelor’s Degree in Civil Engineering or related field
• Minimum five years of experience in the field of transportation engineering
• Professional Engineer (PE) Licensure (preferred) or ability to obtain licensure within a year
• Proficiency in Microstation, AutoCAD, Synchro, HCS, and other related software (preferred)
• Problem-solving skills and strong attention to detail with excellent analytical and judgment capabilities
• Demonstrated ability to understand and integrate information to advance projects from origination to implementation to completion

Excellent written and communication skills

OUR CULTURE AND VALUES
We are committed to professional excellence, best practices, and the high standards of ethics and integrity that are fundamental to our success in improving our community. Whether you are a young graduate or an experienced professional, we seek the best talent and offer a wide range of career opportunities for personal growth and professional development. Our camaraderie continues outside work hours with engaging team sports, volunteer opportunities in the community, wellness events, and company-sponsored gatherings and activities. With a comprehensive benefits package, competitive salary, opportunities for advancement, and a fun and creative working environment, we hope you’ll consider applying.

To learn more about this opportunity, please submit your cover letter and resume to: https://www.miloneandmacbroom.com/careers
Employment Opportunities

LAMOUREUX & DICKINSON

We are a leading Vermont civil engineering and surveying firm seeking an experienced Transportation Engineer. This position is for a motivated individual with a strong work ethic and 4-8 years of transportation engineering experience. Desired technical qualifications and experience include: ability to obtain professional registration in VT within one year of employment, working knowledge of traffic flow, congestion and safety principles, highway design standards, traffic signal design, drainage and grading, land surveying, permitting, and CAD drafting/design using AutoCAD and/or MicroStation. This position requires demonstrated writing and presentation skills, project management skills and marketing ability.

This is a great opportunity to advance one’s career in a fast-paced multi-disciplinary environment. Enjoy excellent compensation, benefits and the work setting of a small well-known consulting engineering firm. Qualified candidates should send a letter of interest and resume summarizing their experience and qualifications to Roger Dickinson, PE, PTOE, Lamoureux & Dickinson, 14 Morse Dr, Essex, VT 05452 or to roger@LDengineering.com.

For Detailed Employment Opportunity Information, please visit: http://neite.org/job-opportunities/
New MassDOT Resource

The Massachusetts Department of Transportation’s (MassDOT) Public/Private Development Unit (PPDU) coordinates the environmental review and approval of private development projects on behalf of MassDOT Divisions. Consistent with the agency’s mission to improve customer service, PPDU has released a new webpage to assist developers and the consultant community with navigating the MEPA environmental approval and the MassDOT permitting process. This webpage serves MassDOT’s goals to make more efficient and predictable the private development review process when one or more of the following permits and/or licenses are required:

- State Highway Access Permit,
- MBTA License/Approval,
- Chapter 40 Section 54A, and
- Chapter 161C Section

The webpage provides links to policy, regulatory, planning and design documents, and data information needed to prepare environmental review documents. Using these links, developers should be able to:

- Make determination as to the need for a MassDOT permit or license;
- Find guidance to prepare a Transportation Impact Assessment (TIA);
- Access the latest MassDOT/MBTA/RTA highway and transit data to conduct analysis;
- Inform their mitigation strategies;
- Obtain final Section 61 Findings outlining a project’s mitigation commitments; and
- Find the latest standards to design and permit a project’s mitigation.

Additionally, developers will soon be able to access and submit transportation mitigation monitoring reports via the TIA Monitoring System.

The webpage can be accessed via the link below:

https://www.mass.gov/info-details/massdot-private-development-review

PPDU will continue to update the webpage with all information applicable to the private development review process. Feel free to contact PPDU staff with any questions, suggestions, or comments.
The New England Chronicle is the official publication of the New England Section of the Institute of Transportation Engineers. The New England Chronicle is published quarterly. Opinions and articles expressed within the Chronicle do not necessarily reflect official ITE or NEITE policy unless specifically stated. Representations of sponsors and our Professional Services Directory via business cards does not establish any official support of products or services.

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Find The New England Section Online

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

For those members of the New England Section that would like to be included on the Google Group Section email list, please contact Ariel Greenlaw, PE at agreenlaw@hntb.com.