

**DEVENS ENTERPRISE COMMISSION
SERVING AS THE DEVENS BOARD OF HEALTH**

In the matter of:)
) Minor Modification of
 DEVENS RECYCLING CENTER, LLC) Site Assignment and
 45 Independence Drive,) and Unified Permit
 Devens, Massachusetts 01434)
)

CERTIFICATE OF SERVICE

I, James B. Lampke, Esq., hereby state on oath as follows:

1. I am the Legal Counsel for the Devens Enterprise Commission which under the law is acting as the Board of Health for Devens, MA in this matter.
2. I have no relationship with the Applicant.
3. I have no interest in the proposed site.
4. As Legal Counsel I am filing, electronically as allowed, with the Commission, Hearing Officer and Applicant the Pre-Filed Direct Testimony of Jeffrey T. Bandini, P.E. [Set A, Report of December 18, 2025; Set B, Report of December 30, 2025].
5. To the extent required by law, I provide the following certification:

CERTIFICATION PURSUANT TO 310 CMR 16.07

Pursuant to 310 CMR 16.07, I, James B. Lampke, Esq., certify under penalty of law that I have personally examined and am familiar with the information submitted in this document and all attachments and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe that the information is true, accurate and complete. I am aware that there are significant penalties both civil and criminal for submitting false information including possible fines and imprisonment".

Signed under the pains and penalties of perjury this 31st day of December, 2025.

Signature: James B. Lampke

Name: James B. Lampke, Esq., Legal Counsel

**DEVENS ENTERPRISE COMMISSION
SERVING AS THE DEVENS BOARD OF HEALTH**

In the matter of:)
)
DEVENS RECYCLING CENTER, LLC) Site Assignment for
45 Independence Drive,) Minor Modification
Devens, Massachusetts 01434)
)

PRE-FILED DIRECT TESTIMONY OF Jeffrey T. Bandini, PE, PTOE

I, Jeffrey T. Bandini, being duly sworn, state the following according to my personal knowledge, good faith investigation and belief as being true and submit the same, along with my attached curriculum vitae, as my initial Pre-Filled Direct Testimony in the above matter.

1. Registered Professional Engineer (PE) in the Commonwealth of Massachusetts, and Professional Traffic Operations Engineer (PTOE), certified by the Transportation Professional Certification Board (TPCB) with twenty years in the civil and transportation engineering industry.
2. Myself and Nitsch have been retained by the Devens Enterprise Commission acting as the Devens Board of Health and in connection thereto, and provided traffic peer review based on the Applicant's Traffic Impact Study (TIS) submitted on behalf of the Applicant.
3. I do not have any relationship to the Applicant nor legal interest in the site.
3. In addition to other services, I am a peer reviewer for various public bodies in Massachusetts. In that capacity, I frequently review proposals, including applications, and advise public bodies about regulatory compliance and aspects of the filings.
4. I adopt and incorporate by reference my attached report and curriculum vitae on this matter as if I had testified as written.

CERTIFICATION PURSUANT TO 310 CMR 16.07

Pursuant to 310 CMR 16.07, I, Jeffrey T. Bandini, certify under penalty of law that I have personally examined and am familiar with the information submitted in this document and all attachments and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe that the information is true, accurate and complete. I am aware that there are significant penalties both civil and criminal for submitting false information including possible fines and imprisonment".

Signed under the pains and penalties of perjury this 30th day of December, 2025.

Signature: 
Name: Jeffrey T. Bandini

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PRE-FILED DIRECT TESTIMONY OF JEFFREY T. BANDINI, P.E., PTOE

SET A

DECEMBER 18, 2025 REPORT

December 18, 2025

Devens Enterprise Commission
c/o Neil Angus, FAICP CEP, LEED AP BD+C & ND
Director/Land Use Administrator
33 Andrews Parkway
Devens, MA 01434

RE: Nitsch Project #9419.65
Pivotal Manufacturing Partners
Devens Recycling Center
Traffic Review Comments
Devens, MA

Dear Neil,

Nitsch Engineering (Nitsch) received the submission packets of the Request for Level 2 – Unified Permit Modification & Request for Minor Modification to Site Assignment (Unified Permit Modification), dated December 3, 2025, regarding the proposed expansion of the Devens Recycling Center (DRC; the Project) at 45 Independence Drive, Devens, Massachusetts. The package includes the following supplemental items as part of our traffic peer review:

- Traffic Impact Study (TIS), dated June 2025 and prepared by Greenman-Pedersen Inc. (the Applicant);
- TIS, dated October 2025 and prepared by the Applicant; and
- Operation and Maintenance Plans (O&M Plans), dated December 2025 and prepared by Green Seal Environmental, LLC.

The TIS was stamped by a Registered Professional Engineer in the Commonwealth of Massachusetts on June 4, 2025, and was developed to assess traffic impacts for the DRC expansion to increase operating hours and solid waste processing. The O&M Plans were developed to outline and document appropriate operations and maintenance procedures that satisfy requirements based on the Massachusetts Solid Waste Management Regulations. The project expansion does not include any site changes, so the associated Layout and Materials Plans (the Site Plans) prepared by ESS Group, Inc., and dated February 9, 2006, were used as a reference for existing conditions but not reviewed as part of our traffic peer review.

Nitsch conducted a site visit on December 1, 2025, to assess the existing conditions of the study area and to verify consistency between our observations and the TIS. This letter summarizes our review of the TIS and the associated elements of the O&M Plans for conformance with Massachusetts Department of Transportation (MassDOT)'s *TIS Traffic and Safety Engineering 25% Design Submission Guidelines*, dated May 31, 2022 (MassDOT Guidelines), current transportation and traffic engineering standards, and industry practices.

Based on Nitsch's review of the submitted documents, the TIS and method of analysis comply with industry practices and current transportation engineering standards; however, we offer the following comments:

1. Nitsch requests the Applicant confirm if a site visit was conducted to observe the study intersections and roadways, particularly during peak hours presented in the TIS; collect information on traffic patterns; and observe vehicular operations for site access and circulation patterns at the DRC driveways.
2. Upon receiving the Unified Permit Modification, Nitsch notes DRC requests a modification to the permit language to align with their proposal to extend waste acceptance hours from 5:00 AM to 9:00 PM Monday through Friday and to maintain Saturday's waste acceptance hours. We recommend the Applicant implement the proposed hours of operation into the O&M plan, particularly on page 15 where it references the current operating hours and on page 17 regarding signage at the access points of the facility.
3. The TIS states there are no pedestrian accommodations present at the intersection of Saratoga Boulevard / Buena Vista Street / Independence Drive / Cook Street / Department of Public Works (DPW) Driveway. During the site visit, we observed sidewalks on the south side of Independence Drive, east

side of Saratoga Boulevard and north side of Buena Vista Drive. We ask the Applicant to provide further clarity on the pedestrian accommodations at this intersection and any impacts associated with future site operations or Project access.

4. During the site visit, Nitsch noted a Montachusett Regional Transit Authority (MART) bus stop located adjacent to the west driveway of 15 Independence Drive, and a Massachusetts Bay Transportation Authority (MBTA) Commuter Rail station for the Fitchburg Line located approximately 0.8 miles north of the Project. Based on the 2020 Traffic Monitoring Program prepared by Vanasse Hangen Brustlin, Inc. (VHB) available on the Devens website, we note that the percentage of commuters using transit is at a marginal 3% and confirm the nearby transit facilities would not impact mode split for the future trips generated by the Project. We request the Applicant comment on any multimodal impacts associated with the Project.
5. The TIS does not include a safety analysis as part of the Existing Conditions assessment. Per MassDOT Guidelines Section 3.III.F, we request the Applicant provide a safety analysis of the study intersections and corridors for the latest five years of data available and assess the Project's impact to the safety of the study area network.
6. Nitsch referenced the Site Plans, dated February 9, 2006, and requests the Applicant to clarify how expanded operations with increased employees and trucks would impact the following:
 - Parking occupancy and compliance with zoning requirements; and
 - Driveway circulation and access.Under the condition the DRC is seeking to expand operations, we recommend the Applicant monitor the future site driveway operations and work with DRC to maintain adequate operations that will process an increased volume of trucks through the site with minimal delay and accommodate the desired parking capacity.
7. In the Traffic Growth section, Nitsch acknowledges the Applicant's assumption of a 2% background growth rate to represent the study area. Based on our site visit observations and knowledge of the study area from previous peer reviews, we identified the following background developments in the vicinity of the study area: 111 Hospital Road; 35 Saratoga Boulevard; 31 Independence Drive; 18 Saratoga Boulevard; and 18 Independence Drive. Our research from the Devens Enterprise Commission website also indicates a potential project of a second rail spur proposed to improve capacity and access to the recycling facilities in Devens. Based on the background projects mentioned, we recommend the Applicant coordinate with MassDevelopment to identify all planned developments to implement as part of the traffic growth in the study area and clarify how traffic operations would be affected at the study intersections, particularly at the intersection of Jackson Road and Lake George Street/Patton Road as it represents a major access point to Route 2 for nearby developments along Jackson Road.
8. Nitsch acknowledges the Applicant conducted the following adjustments to the future trip generation projections to make for a more conservative analysis:
 - Utilized the peak day, peak AM peak hour, and peak PM peak hour across the entire one-week count to estimate the existing trip rates;
 - Obtained daily and monthly tonnage acceptance data from the Applicant for the existing DRC to estimate the trips generated by the existing 1,500-ton facility; and
 - Applied the total tonnage accepted of both 1500 Tons per day (TPD) and 2000 TPD under proposed conditions versus 1107 TPD under existing conditions to proportionally increase employee trips.Nitsch concurs with the adjustments to analyze the worst-case scenario. No further action is required.
9. Nitsch notes the Proposed Trip Generation was assessed through outlining the truck deliveries and an increase in employee trips to meet the increased capacity demand of 2,000 tons per day. We note the

Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th edition*, was released in Fall 2025 and may provide recent data that could assist in evaluating the impact of the Project. We recommend the Applicant evaluate data available in *Trip Generation Manual, 12th edition*, and compare with data provided in the TIS. We note that the *Trip Generation Manual, 12th edition*, may not have been available during production of the June 2025 or October 2025 TIS.

10. Nitsch concurs with the Applicant's methodology to use the existing travel patterns to determine the trip distribution percentages. We ask the Applicant to clarify if there were assigned truck routes mapped out by DRC to consider as part of the trip distribution calculations based on existing travel patterns.
11. In the Existing Conditions section, the description of Jackson Road / Lake George Street / Patton Road intersection states there is a YIELD sign posted at the end of the channelization island of the Jackson Road northbound approach. Based on our site observations, there was no YIELD sign present at the channelized island, and the channelized approach operates are part of the existing signal to regulate northbound right-turns. We request the Applicant clarify the correct existing conditions, and comment if this modification to the regulation results in changes to the Capacity Analysis.
12. Based on our site visit observations of the Jackson Road / Lake George Street / Patton Road intersection, Nitsch noted vehicular queuing on the Jackson Road southbound approach extending approximately 20 vehicles (~500 feet) and is notably higher than maximum queues noted in the capacity analysis at 341 feet during the afternoon peak hour. Additionally, the 2032 Build with Improvements scenario shows longer green times for all approaches compared to existing conditions, which results in an overall intersection improvement. However, these timing modifications also result in an increased delay at the Jackson Road southbound approach, causing operations to degrade from level of service (LOS) C to LOS D and increasing 95th percentile queues by approximately 150 feet. We recommend the Applicant commit to a Traffic Monitoring Program approximately six months post-occupancy at this intersection to assess impacts in traffic volumes and operations, and work with Devens to provide additional mitigation if deemed necessary.
13. Our site observations indicate a 7-second walk interval and 17-second Flash Don't Walk (FDW) interval for a pedestrian phase of at least 24 seconds at the Patton Road / Saratoga Boulevard / Barnum Road intersection, which is inconsistent with the 20-second pedestrian phase modelled for this intersection in the Capacity Analysis. We request the Applicant to clarify how the signal timings were derived for this intersection and how operations would be impacted from the timing adjustments necessary for the pedestrian phase to reflect current field conditions.
14. Nitsch reviewed the Capacity Analysis Worksheets and notes the Peak Hour Factor (PHF) was applied intersection-wide, which does not comply with MassDOT guidelines Section 5.II.A.2(a) of calculating the PHFs by approach. We request the Applicant comment on the use of an intersection-wide PHF which is not consistent with MassDOT guidelines, and clarify how the Existing and Future LOS operations are affected by this modification.
15. Nitsch notes some errors in the table headings (V/C, Del., LOS, Queue) under the 2024 Existing category and missing notations for the LOS and Queue in the footers of Table 9 – Intersection Capacity Analysis Summary. Nitsch presumes that the information is consistent with headings from other Capacity Analysis Summary tables, and requests no additional action.
16. Nitsch requests the Applicant provide the capacity analysis worksheets for the 2032 Build with Improvements scenario under the 2000-ton facility, which was not included in the Appendix of the TIS.
17. Nitsch notes the intersection of the site driveway and Independence Drive is not detailed or analyzed in the TIS. Based on the site visit, we observed the site driveway intersects as a stop-controlled approach

at Independence Drive near its eastern terminus at 50 Independence Drive. With a peak hour volume increase ranging to as high as 106 vehicles in the Saturday peak hour for a 2000-ton facility, we recommend the Applicant work with DRC to ensure pavement markings and signage are clearly delineated and recommend markings are compliant with the latest Manual of Uniform Traffic Control Devices (MUTCD) to ensure adequate safety for vehicles accessing and circulating throughout the site and at site driveways.

18. Nitsch notes there are no project recommendations provided in the TIS. We recommend the Applicant commit to a Traffic Monitoring Program approximately six months post-occupancy at this intersection to assess impacts in traffic volumes and operations, and work with Devens to provide additional mitigation if deemed necessary, as noted in Comment 12.
19. We noted during our site visit observations encroaching vegetation constrains sight lines to the west of the DRC site driveway. We recommend the Applicant provide a sight distance assessment at the site driveway for stopped vehicles looking right (i.e., west) from the site driveway to comply with MassDOT TIA Guidelines Section 5.I.G and ensure safe sight lines between entering and exiting trucks accessing the DRC.
20. Nitsch notes the proposed weekday waste acceptance hours of operation to expand from 5:00 AM to 9:00 PM on weekdays, which will involve truck operations during nighttime conditions. We recommend the Applicant work with Devens to provide adequate roadway lighting and retroreflective devices along the assigned truck routes on the study roadways, and reduce headlight castoff from trucks operating after dark.

We recommend that the Applicant review and respond to these comments and make appropriate revisions or additions prior to approval by the Devens Enterprise Commission.

If the Devens Enterprise Commission has any questions, please call.

Very truly yours,

Nitsch Engineering, Inc.



Jeffrey T. Bandini, PE, PTOE
Senior Project Manager

JTB/pfv

PRE-FILED DIRECT TESTIMONY OF JEFFREY T. BANDINI, P.E., PTOE

SET B

DECEMBER 31, 2025 REPORT

December 31, 2025

Devens Enterprise Commission
c/o Mr. Neil Angus, FAICP CEP, LEED AP BD+C & ND
Director/Land Use Administrator
33 Andrews Parkway
Devens, MA 01434

RE: Nitsch Project #9419.65
Pivotal Manufacturing Partners
Devens Recycling Center
Traffic Review Response Letter
Devens, MA

Dear Neil,

Nitsch Engineering (Nitsch) is providing this Pre-Filed Testimony on behalf of the Devens Enterprise Commission (DEC) regarding the Request for Level 2 – Unified Permit Modification & Request for Minor Modification to Site Assignment (Unified Permit Modification), dated December 3, 2025 for the proposed expansion of the Devens Recycling Center (DRC; the Project) at 45 Independence Drive, Devens, MA.

Nitsch Engineering submitted a “Traffic Review Comments” letter dated December 18, 2025 that reviewed the following:

1. Traffic Impact Study (TIS), dated June 2025 and prepared by Greenman-Pedersen Inc. (GPI; the Applicant);
2. Revised Traffic Impact Study, dated October 2025 and updated by GPI.
3. Operation and Maintenance Plan (O&M Plan), dated December 2025 and prepared by Green Seal Environmental, LLC (the Applicant).

Nitsch’s Traffic Review included twenty comments for the Applicant’s review and response. As of this letter, the Applicant has not yet provided Nitsch responses. The Project is scheduled to be discussed at the scheduled Site Assignment Hearing on Tuesday, January 6, 2026. As a result, Nitsch considers all of the twenty comments from the December 18, 2025 letter to be outstanding.

We recommend that the Applicant provide responses to Nitsch’s twenty comments as soon as possible so that Nitsch may have an opportunity to review, and prepare to discuss at the Site Assignment Hearing scheduled for Tuesday, January 6, 2026.

If the Commission has any questions, please call.

Very truly yours,

Nitsch Engineering, Inc.



Jeffrey T. Bandini, PE, PTOE
Senior Project Manager

JTB

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RESUME OF JEFFREY T. BANDINI, PE, PTOE

Jeffrey T. Bandini, PE, PTOE

Senior Project Manager

Years of Experience	20 in Industry 10 at Nitsch Engineering
Registration	Massachusetts: Professional Engineer (Civil) #49187, 2011 Certified Professional Traffic Operations Engineer (PTOE), 2012 OSHA (10-hour) Certified
Education	B.S., Civil and Environmental Engineering, University of Massachusetts Dartmouth, 2005
Expertise	<p>Jeff has 20 years of experience as a transportation project manager and engineer. During this time, his experience includes managing and performing traffic impact studies for site development and roadway improvement projects; designing roadway segments, intersections, and roundabouts; and creating full engineering plan sets of roadway and intersection projects, including construction, signing/striping, signal, and traffic management plans. Jeff has conducted traffic analysis and timing determination of signalized intersections, including coordination; and he has performed highway design and engineering, including geometry, specifying signage, and quantity take-off estimates.</p> <p>Jeff has an in-depth understanding of industry-standard and computer programs, including Civil 3D, AutoTURN, Synchro, and SIDRA. Jeff is familiar with the standards required by the ITE Trip Generation Manual; ITE Parking Generation Manual; A Policy on Geometric Design of Highways and Streets; Highway Capacity Manual; Manual on Uniform Traffic Control Devices (MUTCD); MassDOT Project Development & Design Guide; and the National Association of City Transportation Officials (NACTO) Urban Street Design Guide.</p> <p>Jeff supplements his technical and management skills by presenting findings and securing permitting through municipal Planning, Zoning, and City Council Boards, Massachusetts Department of Transportation (MassDOT), and the Massachusetts Environmental Policy Act (MEPA) office.</p>
Key Projects	<p><u>MassDOT</u></p> <p>Route 9 Bridges Rehabilitation, Newton & Boston, MA: Project Manager responsible for Road Safety Audit (RSA) scoping memorandum, data collection, and Functional Design Report (FDR) submissions for three bridge rehabilitation projects. Owner: MassDOT</p> <p>Bridge over Apponagansett River, Dartmouth, MA: Project Manager responsible for data collection, detour route determination, and Functional Design Report (FDR) submission for bridge reconstruction project. Owner: MassDOT</p> <p>Road Safety Audits, Various Locations, MA: Transportation Engineer responsible for coordinating the Road Safety Audit (RSA) effort between Massachusetts Department of Transportation (MassDOT) and the local municipality to identify existing safety issues throughout the study area, and work with the project team to propose applicable countermeasures to address the existing issues. Owner: MassDOT</p> <p>Road Safety Audits, Springfield, MA: Transportation Engineer responsible for conducting eight Road Safety Audits (RSAs), including seven corridors and 33</p>

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Senior Project Manager

intersections, associated with the new MGM Springfield Casino. Responsibilities included coordinating the various agencies, facilitating the site visit with the team of representatives to identify existing safety issues and propose potential solutions, and documenting the findings in a written report with recommendations for short-term and long-term improvements.

Owner: MassDOT

Interstate 91 and Route 141 Intersection, Holyoke, MA: Transportation Engineer responsible for preparing the Functional Design Report and analyzing three construction concepts from MassDOT and providing the basis and analysis for three additional construction concepts, to be chosen through a forthcoming public process.

Owner: MassDOT

Interstate 95 Bridge over North Avenue, Attleboro, MA: Transportation Engineer responsible for preparing the Functional Design Report, projecting vehicle travel delay through the work zone, and providing a user cost analysis to determine an incentive-disincentive for differing construction methods.

Owner: MassDOT

Route 202/Route 33, South Hadley, MA: Transportation Engineer responsible for the reconstruction of the signalized intersection of Granby Road at Lyman Street, and Willimansett Street based on the findings of a Road Safety Audit. Designed improvements, including new traffic signal equipment that is compliant with MassDOT standards, including new signal heads, backplates, and Audible Pedestrian Signals (APS). Retrofitted the intersection within the existing curb lines such that the existing right-of-way was not impacted, while increasing bicycle accommodation, providing new ADA/MAAB compliant pedestrian ramps, and minimizing vehicle delay through the intersection.

Owner: MassDOT

Falmouth Road at Route 28, Barnstable, MA: Project Engineer for the design of improvements to address safety concerns at the intersection which has a high vehicular crash rate. The design includes adding exclusive left-turn lanes to all four approaches and implementing protected-permissive vehicle phases for the eastbound and westbound approaches, trimming existing vegetation to improve sight distance, replacing existing signage to clearly outline existing speed limits and enhance wayfinding, and resurfacing the roadway for improved pavement condition and pavement markings. Five-foot wide shoulders are included on all approaches which meet the MassDOT standard for bicycle accommodation. Provided new sidewalks and crosswalks on all four approaches with an exclusive pedestrian phase.

Owner: MassDOT

Route 53 at Pleasant Street and at Mutton Lane, Weymouth, MA: Transportation Engineer responsible for the reconstruction of the signalized intersections of Washington Street (Route 53) at Pleasant Street and Washington Street at Mutton Lane based on the findings of a Road Safety Audit (RSA). Modified the space between the two intersections as a "road-diet," which included retrofitting the space within the existing curb lines such that the existing right-of-way was not impacted. The design included a reduction from four vehicle travel lanes along Washington Street to two vehicle travel lanes with a continuous two-way left-turn lane and exclusive left-turn lanes approaching each intersection. This provided the ability to include an exclusive bicycle lane in each direction. Installed new traffic signal equipment that is compliant with MassDOT standards, including new signal

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heads, backplates, and Audible Pedestrian Signals (APS) to accompany new ADA/MAAB compliant pedestrian ramps. Modified the traffic signal phasing and timing to include protective-permissive phasing with minimal change to vehicle delay through the intersection.

Owner: MassDOT

Route 1/Route 120 Intersection, North Attleborough, MA: Project Engineer for the proposed redesign of this high speed, high accident signalized intersection along the Route 1 corridor. Performed a Road Safety Audit to evaluate crash data and assess intersection deficiencies (including signage); performed capacity analysis using Synchro and Sidra Software; prepared graphic alternatives for potential improvements at a conceptual level; prepared Traffic reports and Environmental coordination data; improved the existing drainage network; improved pedestrian and bicycle accommodations; and prepared 25%, 75%, 100% and PS&E design plans.

Owner: MassDOT

MassDOT, Safe Routes to School, Pingree Elementary School, Weymouth, MA: Transportation Engineer for a Functional Design Report (FDR), and the design of roadway and intersection improvements based on a Safe Routes to School (SRTS) report for the Pingree Elementary School in Weymouth. Collected traffic volumes at the school's driveway intersection and the nearby Cottage Street intersection with Commercial Street, conducted a safety analysis to establish crash quantity and severity, performed a traffic operations analysis, and determined if a traffic signal warrant was met. Proposed curb extensions at the school's driveway, and curb extensions and realignment at Cottage Street to provide shorter roadway crossing distances for pedestrians, improve pedestrian infrastructure including ramps, crosswalks, and signage, and to improve vehicle tracking and reduce vehicle travel speeds along Commercial Street.

Owner: MassDOT

MassDOT Project Controls, Various Locations, MA: Traffic Engineer on the team providing statewide professional engineering design and review to MassDOT on a task-order basis for various highway and bridge projects.

Owner: MassDOT

Accelerated Bridge Program, Various Locations, MA: Estimator responsible for construction and transportation quantity take-off estimates.

Owner: Commonwealth of Massachusetts

Whitney Street Bridge Replacement, Leominster, MA: Transportation Engineer responsible for writing the Functional Design Report and designing a detour route for bridge closure during the replacement of Whitney Street Bridge in Leominster. The project required closing the bridge and detouring traffic to other roadways as well as constructing a temporary bridge for pedestrian access. Assisted with the preparation of traffic data collection and studies, as well as traffic detour studies.

Owner: MassDOT

Leverett Circle, Boston, MA: Traffic Designer responsible for a pedestrian overpass feasibility study. Wrote a report and performed various field tasks including analyzing bicycle, pedestrian, and vehicular travel patterns.

Owner: MassDOT

Jeffrey T. Bandini, PE, PTOE

Senior Project Manager

Derby/Whiting Street Intersection, Hingham, MA: Transportation Engineer responsible for writing the Functional Design Report and making recommendations for the proposed changes at the intersection of Whiting Street (Route 53), Derby Street, and Gardner Street to improve the safety of vehicles, bicycles, and pedestrians. This project was an assignment under an on-call traffic engineering contract with MassDOT.

Owner: MassDOT

Municipal

Charlton Fire Station, Charlton, MA: Senior Project Manager responsible for providing traffic engineering services for prospective site of new Charlton Fire Station. Evaluated existing site traffic conditions, collected traffic data, and provided recommendations for traffic control in the area.

Owner: Town of Charlton

Franklin Park Circuit Drive Traffic Calming and Drainage, Boston, MA: Senior Project Manager to review existing vehicle speeds, volumes, and pedestrian/bicycle infrastructure and desire lines to propose traffic calming measures along the 1.5 mile roadway. Coordinated internally with Nitsch's Resilience Planning and Design Group to investigate existing drainage issues, and propose mitigation measures that aim to incorporate simultaneous transportation and drainage enhancements. Worked with a landscape architecture subconsultant to understand how design may impact existing landscape features to maintain Franklin Park's character. Prepared for and participated in several community meetings to present existing and proposed conditions, and to understand how community feedback may guide our design.

Owner: City of Boston Parks and Recreation Department

Thoreau Path Reconstruction, Boston, MA: Senior Project Manager to reconstruct the existing concrete pedestrian surface for a ¼ mile path in the West End neighborhood in Boston. The existing concrete surface is worn, and the design of the new surface needed to incorporate a complex underground utility network, abutter ownership, tree protection, and construction staging since the path needs to remain open during construction to facilitate emergency vehicle services.

Owner: City of Boston Public Works

Route 134 Local Bottleneck Reduction Program, Dennis, MA: Senior Project Manager for the project which aims at reducing vehicle delay at two key intersections along Route 134 – at Patriot Square/Market Place, and at Theophilus Smith Road. The intersection of Route 134 at Patriot Square/Market Place is also the Top Crash Intersection from 2021 to 2023 on Cape Cod; therefore, the need to reduce vehicle delay must be balanced with existing safety deficiencies. Worked with MassDOT and the Town of Dennis to research roadway and nearby site crash history, traffic volumes, assess development potential which could increase future traffic volumes, conduct site visits to understand existing conditions, and inventory existing traffic signal equipment to propose measures to reduce vehicle delay while considering safety.

Owner: MassDOT

Central Square Road and Pedestrian Improvements, Bridgewater, MA: Senior Project Manager for the project which aims at transforming Bridgewater's historic Central Square into a more vibrant, pedestrian-friendly hub. The project approach is comprehensive,

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Senior Project Manager

leveraging multidisciplinary expertise in engineering and planning to develop implementable solutions for Central Square making it a safer, more walkable, multi-modal, sustainable and resilient downtown area – while understanding and addressing the needs and concerns of the community. Our innovative design will respect the historic district's character while introducing modern, sustainable infrastructure to support the broader economic and social revitalization goals. The design will be developed in compliance with the Town's Complete Streets Policy. Working with Bridgewater to utilize their available Chapter 268 Earmark funding and will submit the project for Massachusetts Department of Transportation's Transportation Improvement Program (MassDOT's TIP) funding.

Owner: Town of Bridgewater

Residences at Hawthorne Peer Review, Dartmouth, MA: Performed peer review of 40B Comprehensive Permit Application for 147 residential units in the Town of Dartmouth. Reviewed site plans and traffic report developed by other consultants, checking for compliance with standard engineering practices, local regulations and policies, State regulations, and worked with the Town and the Applicant to discuss potential mitigation measures.

Owner: Town of Dartmouth

High Street Heavy Vehicle Commercial Exclusion (HVCE), Bridgewater, MA: Project Manager for Heavy Vehicle Commercial Exclusion study for High Street in Bridgewater. A portion of the alternative access route extended to the neighboring Town of East Bridgewater, and necessitated coordination with both the Town of Bridgewater and the Town of East Bridgewater to strategize the viability of several alternative routes. Once an alternative route was selected, attendance at several meetings with the Town of East Bridgewater was required to grant permission. *Project experience with prior firm.*

Owner: Town of Bridgewater

Central Square and Bedford Street (Route 28/18) at Grove Street Road Safety Audit (RSA), Bridgewater, MA: Project Manager for Road Safety Audit for Central Square in Bridgewater. Responsibilities included coordinating with various stakeholders, facilitating the site visit to identify existing safety issues and propose potential enhancements, and documenting the findings in a written report with recommendations for short-term and long-term improvements. Due to the proximity of Central Square, Bedford Street (Route 28/18), and Grove Street to Bridgewater State University (BSU), a significant portion of observations and enhancements were related to vehicles, bicycles, and pedestrian interaction. *Project experience with prior firm.*

Owner: Town of Bridgewater

Site Plan Peer Reviews, Dedham, MA: Project Manager for various site plan peer reviews in the Town of Dedham, Massachusetts. Scope included reviewing applicant submission materials for compliance with standard engineering practices and Town of Dedham regulations. Scope included coordinating with the Town of Dedham and Applicant during review process, compiling review letter and issues summary, presenting findings to the Planning Board, and negotiating appropriate Applicant mitigation on the Town's behalf. *Project experience with prior firm.*

Owner: Town of Dedham

275 Green Street Warehouse Peer Review, Wrentham, MA: Project Manager for peer review of 275 Green Street Warehouse in the Town of Wrentham, Massachusetts. Scope included reviewing applicant submission materials for compliance with standard

Jeffrey T. Bandini, PE, PTOE

Senior Project Manager

engineering practices and Town of Wrentham regulations. Scope included coordinating with the Town of Wrentham and Applicant during review process, compiling review letter, presenting findings to the Planning Board, negotiating appropriate Applicant mitigation on the Town's behalf, and assisting the Town on understanding the MassDOT funding and design process. *Project experience with prior firm.*

Owner: Town of Wrentham

Centre Street Roundabout, Boston, MA: Senior Transportation Engineer for the reconfiguration of Centre Street Roundabout located in a densely populated neighborhood of Boston. To improve safety for pedestrians and bicyclists, and reduce traffic speed, designed improvements that reconfigured vehicle operation through the intersection, following standard guidelines for roundabout operation. Travel lanes were significantly reduced, and standard splitter islands were constructed at the intersection approaches to slow vehicle speeds and reduce crosswalk lengths. A large pedestrian plaza was created, including bike share kiosks, bicycle racks, benches, and trees.

Owner: Boston Public Works Department

Cummins Highway, Boston, MA: Project Engineer for the design and transformation of a four-lane section of Cummins Highway into a state of the art Complete Neighborhood Street. The project includes reconstructing the one-mile corridor into a “livable street” by implementing a Road Diet to provide a new raised/separated bicycle path, new street lighting, wider sidewalks, dozens of new street trees, larger bus stop areas, and curb extensions at intersections that will allow for implementation of green infrastructure and shorter crosswalks. Four signalized intersections within the corridor are being redesigned and a roundabout is being installed to encourage significantly slower vehicle speeds and improve pedestrian safety. The project also includes extensive public engagement.

Cypher Street Improvements, South Boston, MA: Project Engineer for transportation engineering services for the design of Cypher Street improvements that will incorporate complete street elements while accommodating the large amount of truck traffic it will service for Massport and the Boston Convention and Exhibition Center. The project includes a two-way separated bicycle facility, new ornamental street lighting, pedestrian sidewalks, and both pedestrian and bicycle signals to cross the high traffic Boston by-pass roadway.

Dalton Street Bridge, Boston, MA: Transportation Engineer for the Dalton Street bridge replacement. Assisted with the preparation of traffic management plans (TMPs) for shifting the traffic under the bridge onto the Massachusetts Turnpike for the various stages of construction. Assisted with traffic signal design, traffic data collection and studies, preparation of traffic detour plans, traffic studies on the detoured routes, and roadway and transportation design.

Owner: City of Boston

City of Boston, Signalization of Five Intersections, Boston, MA: Transportation Engineer responsible for preparing the Functional Design Report (FDR) and analyzing five existing unsignalized intersections and providing the information necessary to provide traffic signal systems at each location, including traffic signal timing and ideal approach lane configurations.

Owner: City of Boston

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Attleboro Intermodal Center, Attleboro, MA: Transportation Engineer responsible for writing a Functional Design Report for enhanced bus and transit center and determining a road closure route during construction.

Owner: Greater Attleboro Taunton Regional Transit Authority (GATRA)

Peer Reviews, Various locations, MA: Performed peer reviews of traffic reports developed by other consultants, checking for compliance with standard engineering practices, local regulations and policies, and State regulations.

Owner: Various municipalities

ARRA Solar Pilot Project, Boston, MA: Transportation Designer responsible for conducting field survey and plan construction of existing traffic signal equipment for upgrades to solar power at intersections.

Owner: Boston Public Works Department

Fenway/Westland Avenue Intersection, Boston, MA: Transportation Designer responsible for constructing 25% plans for traffic signal, signage, and lane marking upgrades.

Owner: City of Boston

Springfield Street/South Street/Fairview Avenue Intersection, Chicopee, MA: Traffic Designer responsible for designing geometric improvements and updating existing traffic signal equipment. Prepared full plan set. *Project experience with prior firm.*

Owner: City of Chicopee

Route 14 Reconstruction, Pembroke, MA: Transportation Designer responsible for performing highway design and quantity take-off estimates for reconstruction of 3-miles of roadway. *Project experience with prior firm.*

Owner: Town of Pembroke

High Street and Free Street Intersection, Hingham, MA: Traffic Designer responsible for signalizing two-way stop-controlled intersections into a fully actuated traffic signal system. Prepared full plan set. *Project experience with prior firm.*

Owner: Town of Hingham

Municipal Design, Various Locations, MA: Performed various tasks for municipal clients, including Hanover, Hingham, Hull, Needham, Norfolk, Norwell, and Pembroke. *Project experience with prior firm.*

Owner: Various municipalities

MBTA

MBTA Green Line Traffic Counts, Boston and Brookline, MA: Senior Transportation Engineer for a transportation study along the MBTA Green Line surface-area stations for the system's B, C, and E lines in order to improve transit and vehicular operations.

Assisting with collecting vehicle traffic counts at 53 key intersections within the study area, and coordinating with the City of Boston and the Town of Brookline to research existing traffic signal plans, equipment, signal timings, and critical traffic analysis inputs. Also performing vehicle travel time studies along each of the line corridors, performing several vehicular travel runs along each corridor during both the weekday morning and weekday

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evening peak hours to document segment travel times and observing key contributors to delay within the study area.

City of Boston

North Station to Seaport Multimodal Corridor, Boston, MA: Project Manager and task lead for a transportation study and design in Downtown Boston to provide multimodal enhancements between North Station, South Station, and the Seaport. Scope included researching existing traffic count data, understanding need for additional data, analyzing intersection operations, working with project team to understand key transportation issues, brainstorming potential bus routing, and pedestrian/bicycle infrastructure. Reported findings to City of Boston at frequent progress meetings. *Project experience with prior firm.*

Owner: City of Boston

Congress Street Exclusive Bus Lane Project, Boston, MA: Project Manager and task lead for a transportation study and design to provide exclusive bus lane accommodations on Congress Street in Seaport. Scope included collecting traffic count data, analyzing intersection operations, working with design team, and proposing traffic signal timing modifications to offset impact of implementing bus infrastructure. *Project experience with prior firm.*

Owner: City of Boston

MBTA Bus Route 39 Project, Jamaica Plain, Boston, MA: Project Manager and task lead working with Boston Transportation Department (BTD) to study planning improvements along the Route 39 corridor to reduce transit delay, enhance pedestrian safety, and make the bus route run more effectively. Study and planning improvements investigated physical modifications to bus stops, pedestrian accommodations, bus stop location consolidation, bus queue jump lanes, and adjusting traffic signal phasing and timing. *Project experience with prior firm.*

Owner: City of Boston

Academic

Billerica High School, Billerica, MA: Senior Traffic Engineer responsible for providing traffic engineering services for proposed site improvements to the existing Billerica High School. Collecting bicycle and pedestrian volume data, and inventorying traffic control devices, traffic circulation, and access and egress. Developing a report based on findings, and information and comments provided by the School and the Town, that describes existing and proposed site improvements and methodologies.

Owner: Town of Billerica

Thurgood Marshall Middle School, Lynn, MA: Senior Traffic Engineer for traffic engineering services associated with the construction of a new 181,847-square-foot middle school. Evaluated existing site traffic conditions, collected traffic data, reviewed past studies, and inventoried traffic control devices. Prepared a report providing site improvements in regard to access/egress, site circulation, and impacts to adjacent roadways.

Owner: Lynn School Department

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Boston College, Stayer Hall, Boston, MA: Project Engineer for transportation engineering services associated with the new undergraduate six-story residence hall. Designed a new vehicular driveway from St. Thomas More Road to the east of the new building, 22 new parking spaces along the new driveway, and new sidewalks, walkways, and plazas that provide for pedestrian connections from Commonwealth Avenue and St. Thomas More Road to and the existing Boston College Campus pedestrian walkway system.

Owner: Boston College

UMass Boston, Boston, MA: Transportation Engineer responsible for creating traffic management plans for campus utility replacements.

Owner: Commonwealth of Massachusetts

Tufts University, Powderhouse Boulevard and Packard Avenue, Somerville, MA: Transportation Engineer to support the design of improvements to the intersection of Powderhouse Boulevard at Packard Avenue, on behalf of Tufts University. Assisted with the design of drainage modifications, a new traffic signal conduit to support future traffic signal installation, and new traffic and parking sign plans, including new STOP signs with flashing, solar-powered, LED warning lights for increased visibility and awareness. Met Tufts' aggressive schedule to fully complete this project within 12 weeks.

Owner: Tufts University

Duxbury High School, Duxbury, MA: Transportation Engineer responsible for writing report, assessing existing conditions, and making recommendations based on combining Duxbury Middle and High Schools.

Owner: Town of Duxbury

Franklin High School, Franklin, MA: Traffic Designer responsible for writing report, assessing existing conditions and making recommendations based on planned renovations.

Owner: Town of Franklin

Industrial

241 Francis Avenue Warehouse, Mansfield, MA: Project Manager for construction of a 232,500 sf warehouse. Scope included overseeing traffic impact study (TIS), negotiating appropriate mitigation with the Town, and attending several Planning Board hearings culminating with project approval. *Project experience with prior firm.*

Owner: Atlantic Oliver II Francis Ave. LLC

Commercial/Mixed Use

MGM Springfield Parking Garage Circulation Study, Springfield, MA: Project Manager responsible for transportation engineering services. Collected existing plans, reviewed and discussed past projects to review traffic circulation improvements, and coordinated the scope of potential future improvements. Conducted site observations during a weekend night to observe driver and pedestrian behavior, key access, egress, and circulation travel patterns, traffic/wayfinding signage, pavement markings, and a general assessment of parking utilization. Nitsch provided a traffic memorandum that summarized existing

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conditions and proposed several potential enhancements including altering traffic patterns via geometric modifications, providing enhanced wayfinding/circulation signage for both vehicles and pedestrians, and understanding overall parking utilization patterns to enhance safety and viability of vehicle and pedestrian movement throughout the garage. Beyond the scope of proposing improvements to the garage itself, Nitsch recommended potential off-site vehicle arrival and departure improvements with the goal of improving traffic circulation within downtown Springfield and access/egress to/from Interstate 91.

Owner: MGM Springfield

Perkins Foundry Redevelopment, Bridgewater, MA: Project Manager for construction of a commercial/residential development at 180 Broad Street (Route 18). Scope included overseeing traffic impact study (TIS), coordinating site circulation and driveway design with project team, attending Planning Board hearing for project approval, coordinating with project team on submitting documents to Massachusetts Environmental Policy Act (MEPA) office, and submitting documents for MassDOT State Highway Access Permit. *Project experience with prior firm.*

Owner: Henry Perkins Company

ALDI Grocery Store, Greenfield, MA: Project Manager for construction of a 19,500 sf ALDI grocery store at 208 Mohawk Trail (Route 2). Scope included overseeing traffic impact study (TIS), coordinating site driveway design with ongoing MassDOT Route 2 design project, attending Planning Board hearing for project approval, coordinating with project team on submitting documents to Massachusetts Environmental Policy Act (MEPA) office, and submitting documents for MassDOT State Highway Access Permit. *Project experience with prior firm.*

Owner: ALDI, Inc.

Trader Joe's, Mashpee, MA: Project Manager for construction of a Trader Joe's grocery store on 647 Falmouth Road (Route 28). Scope included overseeing submission to the Cape Cod Commission (CCC) per the Developments of Regional Impact (DRI) requirements, including materials to provide and promote a safe, reliable, and multi-modal transportation system. Scope also included coordinating with the project team regarding driveway location, design, and circulation, and establishing appropriate development mitigation based DRI requirements. Our tasks also included assisting with response to MassDOT comments as part of the State Highway Access Permit submission. *Project experience with prior firm.*

Owner: Shellback Development LLC

Silver Stone Castle, Swansea, MA: Project Manager for construction of a family entertainment facility at 358 Grand Army of the Republic (GAR) Highway (US Route 6). Scope included overseeing traffic impact study (TIS), coordinating site driveway design with project team, and submitting documents for MassDOT State Highway Access Permit. *Project experience with prior firm.*

Owner: Estrela Holdings LLC

Marijuana Dispensary, Swansea, MA: Project Manager for construction of a marijuana dispensary at 610 Grand Army of the Republic (GAR) Highway (US Route 6). Scope included overseeing traffic memorandum, responding to comments from the Town and peer reviewer, and submission of design documents to MassDOT to propose project mitigation. *Project experience with prior firm.*

Owner: Northeastcann, Inc.

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Raising Cane's, Saugus, MA: Project Manager for construction of a Raising Cane's restaurant at 799 Broadway (US Route 1). Scope included overseeing traffic impact study (TIS), coordinating with the project team regarding site driveway design, responding to comments from the Town and peer reviewer, and submission of MassDOT State Highway Access Permit. *Project experience with prior firm.*

Owner: Raising Cane's

Hadley Corner, Hadley, MA: Traffic designer responsible for writing traffic monitoring report and conducting signal coordination along Route 9 corridor. *Project experience with prior firm.*

Owner: Home Depot USA Inc.

Sharon Commons, Sharon, MA: Transportation and traffic designer for proposed lifestyle center adjacent to I-95. Wrote traffic impact report and designed roadway off-site mitigation, traffic signal coordination, and created a full plan set. *Project experience with prior firm.*

Owner: Sharon CF II LP

IKEA, Stoughton, MA: Traffic designer responsible for writing and overseeing traffic monitoring reports, commencing with building occupancy and occurring at six-month intervals for a three-year period. *Project experience with prior firm.*

Owner: IKEA

Plymouth Rock Studios, Plymouth, MA: Transportation and traffic designer for proposed film studio. Designed preliminary off-site mitigation, including roadways and intersections. Calculated traffic trip generation and conducted traffic analyses and performed travel-time study. *Project experience with prior firm.*

Owner: Plymouth Rock Studios

Wolomolopoag Street/South Main Street Intersection, Sharon, MA: Traffic designer responsible for intersection improvements. Signalized stop-controlled intersection into a fully-actuated traffic signal system. Prepared full plan set. *Project experience with prior firm.*

Owner: Town of Sharon

CVS, Weymouth, MA: Traffic designer responsible for writing traffic impact report, including analyses of two coordinated intersections. Performed AutoTURN analysis for drive-thru and roadway circulation. *Project experience with prior firm.*

Owner: CVS

Bridgewater Place Shopping Center, Bridgewater, MA: Traffic designer for construction of new shopping center adjacent to Route 24. Wrote traffic impact report, designed roadway off-site mitigation, coordinated traffic signals, and prepared full plan set. *Project experience with prior firm.*

Owner: Home Depot USA Inc.

Housing

Saw Mill Village, Easton, MA: Project Manager for construction of a 44 residential homes at 560 Foundry Street (Route 106). Scope included overseeing traffic impact study (TIS),

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design of widening on Foundry Street (Route 106) along the site frontage, and installation of traffic signal at intersection of Foundry Street (Route 106) at Poquanticut Avenue.

Project experience with prior firm.

Owner: Coneco Building LLC

The Regency at Lynnfield, Lynnfield, MA: Project Manager for construction of 66 senior residential homes at 1301 Main Street. Scope included overseeing traffic memorandum, constructing a slide deck to summarize memorandum findings, presented findings to the Planning Board, and worked with the Town and project team to understand existing and potential future transportation issues. *Project experience with prior firm.*

Owner: Toll Brothers, Inc.

Orient Heights, East Boston, MA: Senior Transportation Engineer providing transportation engineering services for the redevelopment of Orient Heights, a Boston Housing Authority multi-family housing development consisting of 331 units in East Boston. Conducting feasibility studies and analysis of the existing site; and performing traffic data collection and roadway geometry studies.

Owner: Boston Housing Authority

Other

Gallery Automotive, Rockland and Hingham, MA: Project Engineer for traffic engineering services for the Gallery Automotive Dealership project, a 58,000-square-foot automotive dealership that straddles the town lines of Rockland and Hingham. Performed a traffic study assessing the project area, documenting the accident data, presenting traffic counts, analyzing existing and future traffic operating efficiency, and proposing and evaluating improvements. Coordination with Town representatives.

NSTAR, Various locations, MA: Transportation designer responsible for creating traffic management plans for various utility line replacements.

Owner: NSTAR

Brockton VA Hospital, Brockton, MA: Traffic designer responsible for writing report, assessing existing conditions and making recommendations based on the construction of a new building on site.

Owner: VA Boston Healthcare System

South Coast Rail, Boston, MA: Traffic analyst responsible for performing HCS analyses for freeway segments in southeastern Massachusetts. Re-designed park-and-ride lots as part of project no-build report.

Owner: MBTA

Beach Street Parking Garage, Boston, MA: Transportation designer for concept plan design and report for proposed two-way traffic flow on existing one-way street. *Project experience with prior firm.*

Owner: Beach Street Parking Garage Associates, Inc.

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Professional Affiliations

Southeastern New England Institute of Transportation Engineers (SENEITE), *Awards & Scholarship Committee, Co-chair, 2023-present*
Member of Institute of Transportation Engineers (ITE), 2006-present
Member of Barnstable County Public Works Association (BCPWA), 2018-present