

NEW ENGLAND

- Readville Commons, Peer Review, Town of Dedham, MA
- 40R Mixed-use Development Traffic Impact Study for Doug King Builders, Easton, MA
- Lakeshore Center Retail Development for Traffic Impact Study, Claremont Companies, Bridgewater, MA

FLORIDA

- Lauderhill Mall Development of Regional Impact (DRI), City of Lauderhill, FL
- Flagler Street Reversible Lane Study, Equitable Distribution Program, Miami-Dade County, FL
- Callary Judge/Western Communities, Inter-Jurisdictional Impact Review, City of Palm Beach Gardens, FL

MID-ATLANTIC

- Township Traffic Engineer for Lower Moreland Township, Montgomery County, PA
- Traffic Studies and Preliminary Engineering, Route 309 Corridor, Dallas-Kingston Area, PennDOT District 4-0, PA
- Traffic Engineering Services for Springfield Mall Redevelopment in Springfield, Delaware County, PA

Future World *(continued from page 1)*

Looking forward, I recently saw Art Linkletter, of "Kids Say the Darndest Things" fame, on TV. At 94, he does about 100 speaking engagements a year and has many other interests. He lamented that his wife of 69 years gave away his skis, which he used to ski expert slopes at 93! His message, "Stay active, have many interests, and take care of yourself."

My goals after these five years are many. Continue annual family "Camp McMahon" ski and seashore vacations, increase travel in America and the world, and play more golf.

Moreover, I intend to contribute to McMahon and society by "paying it forward" profession-

ally as I outlined in my last column. This includes volunteering as an ACEC peer reviewer. I also plan to work to attract more people to choose the engineering profession, and to educate students and graduate engineers regarding the importance of "non-engineering" skills such as written, oral, and graphic communication, and understanding/mastering the business of engineering and managing people.

I share these thoughts because I increasingly meet empty nesters and retired people who seem to do little with the gift of extra time to do whatever they want in what are supposed to be their golden years. There is so much to do and so little time—use it wisely.

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- **Boston's Crossroads Initiative Joins Historic Landmarks with Breakthrough Design** — Page 2
- **Going Green: Managing Stormwater in PA** — Page 3

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Future World

by Joe McMahon, P.E., CEO



Rod Plourde, McMahon's President, and I are both relative short-timers. In the next five years or so, both of us will retire from full-time involvement in McMahon Associates, Inc.

We have done leadership transition planning for the last couple of years. With both inside and outside help, we have confidently established that the talent is firmly in place to continue the quality client service that McMahon strives to achieve.

My personal introspection involves a look back and a look forward. My "no-regrets" past involves valuable lessons learned:

- Children (both family and McMahon kids) learn what they live. They will live up to (or down to) your expectations.
- Life is a journey not a destination. Always be excited about what is over the next hill or around the next bend.
- Live within your means. Pay yourself first (and prepare for retirement). Invest for the long-term. Borrow judiciously (never pay credit card interest rates).
- As my dad wisely said, "Keep yourself short and you'll end up with money." (He also said, "Never leave your money on the bar" — but that's a whole different column of dry Irish witticisms.)

(continued on page 4)



McMahon Earns Award For Professional Development

by Rodney P. Plourde, Ph.D., P.E., President

As our regular readers know, my articles generally focus on the practice of engineering, including the importance of professional licensure, continuing education, volunteerism, ethics, and last, but certainly not least, professional development.

In light of this, I am particularly pleased that McMahon has been selected this year, for the second time, for the Pennsylvania Professional Engineers in Private Practice (PA/PEPP) Professional Development Award. Affiliated with the Pennsylvania Society of Professional Engineers, this award is presented to the "engineering firm that has made outstanding contributions to the advancement and improvement of the engineering profession through its employment policies and practices." Our first award came in 2000.

Award Criteria

Firms are evaluated for the emphasis they place on their employees and their professional work environment in five areas of engineering:

Engineering personnel and licensure factors include the number of degreed professionals in engineering and related fields; number of Professional Engineer (P.E.) licenses and Engineer-in-Training (EIT) certificates; and firm practices in encouraging and compensating staff to pursue and maintain licensure.

Recruitment factors include hiring first from within, as well as cooperative and summer employment programs for engineering students.

Employment factors include such considerations as regular employee evaluations, written employee policies, career paths for all employees, employee recognition, competitive compensation and benefits, and open communication.

Professional development factors include a formal continuing education policy, participation in technical and professional societies, participation in civic organizations, publication of papers, and a formal program of management and ownership transfer.

Finally, special employment factors cover other efforts by the firm to enhance the professional work environment of its employees.



From left, Jack Mitchell, P.E., Associate, and Casey Moore, P.E., Vice President, accept the PA/PEPP Professional Development Award from Walter Poplawski, P.E., PSPE Northeast Region Vice President.

We submit that McMahon's—or any other firm's—commitment to the professional development and enhancement of the work environment of its employees reaps rewards to the staff, to the firm, and to our clients.

DID YOU KNOW?

McMahon Opens 10th Office

McMahon marks another milestone with the opening of our 10th office this summer in Taunton, Massachusetts! The Taunton office, about 40 minutes south of Boston, will provide for the growth McMahon has experienced in the New England region and is closer to many of our clients.

Additionally our Central Pennsylvania office has experienced similar growth. We have outgrown the Mechanicsburg office and moved to Camp Hill, just 10 minutes west of Harrisburg.

For more information detailing locations and contacts, please refer to page 3.

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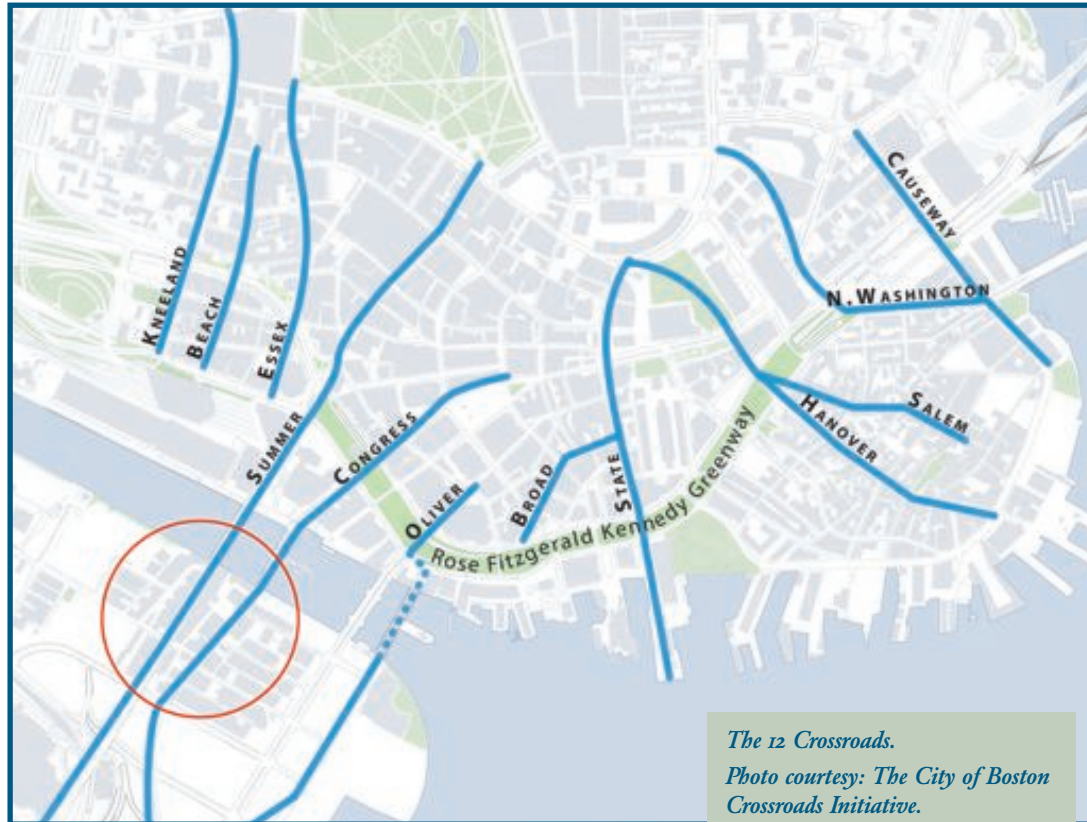
After the Big Dig: Boston's Crossroads Initiative

by Steven Findlen, Project Manager

As Boston's Big Dig, the Boston's Central Artery/Third Harbor Tunnel project, nears completion, and the elevated highway, or "Green Monster," becomes a fading downtown memory, the new Boston is taking shape.

The Rose Kennedy Greenway is emerging, the Boston Harbor is back in full view, and new, signature parks will soon open.

The Crossroads Initiative is well under way, with designs advancing for Broad Street, Causeway Street, and Congress and Summer Streets. Anchored by the Convention Center, Fort Point Channel, and South Station, they represent the greatest opportunity to link South Boston to the downtown living room being created by the completion of the Central Artery.



*The 12 Crossroads.
Photo courtesy: The City of Boston
Crossroads Initiative.*

Crossroads Initiative

Meanwhile, the City of Boston has embarked on an ambitious plan to remake its important downtown streets through the Crossroads Initiative. Envisioning new streets for a new century, Boston has identified twelve major crossroads for redesign.

In announcing the Crossroads Initiative, Boston Mayor Thomas M. Menino explained that the program "strives to fulfill the vision of the Central Artery Tunnel project to re-knit neighborhoods ... long divided by the elevated freeway, as well as establish new ties ... among Downtown's vibrant districts."

Re-knitting Communities

The Crossroads Initiative will physically and figuratively connect the very best of old and new Boston. Physically, these streets will join national historic landmarks such as the Old State House, Faneuil Hall and Boston Common to the new Convention Center, sparkling office towers, and revitalizing residential developments. Figuratively, the Crossroads Initiative will bring Boston's oldest and most charming aspect, its walkable streets, into the 21st century through the use of cutting-edge design.

Engaging Businesses in the Crossroads

Partnership among city agencies and Crossroads neighbors is built into the design process. As design begins, the City Interdepartmental team is meeting with abutting businesses, residents, and property owners to understand how best to apply Crossroads principles to the needs, uses and future of these redeveloping streets.

Crossroads Collaborative

Transportation remains a key component in ensuring that the operating needs of the Crossroads Initiative, as well as existing and future developments, are met. As part of an integrated design team, McMahon is working on the redesign of the Congress and Summer Street Crossroads.

Congress and Summer Streets not only represent the greatest opportunity to link the South Boston Waterfront to the downtown living room being created by Central Artery completion, but also must serve as the spine of a vibrant mixed-use neighborhood.



McMahon is part of an interdisciplinary team working on the Crossroads redesign of two streets, Summer and Congress.

Hand-in-Hand: Traffic Analysis and Design

by Richard DiCesare, P.E., PTOE, General Manager - Ft. Lauderdale, and Adam Maze, P.E., Senior Project Manager

Whether you are a big box developer or city/county municipality, at some point you will need both analysis and design services. However, some engineering firms never evolve or aspire to add highway design services to their menu. The reasons are many: additional software/computer needs, expensive plotters, specialized design professionals, and increased liability. The ability to receive these tandem services in-house under one roof provides a seamless solution for infrastructure improvement needs, while negating the outsource coordination that is necessary between both distinct functions. McMahon provides both, because we believe the result is a client product that is more efficient, less expensive, and typically more creative. A recent project began with a request for a basic isolated traffic signal warrant analysis. The project eventually evolved, however, into a small streetscape improvement project involving median closures at adjacent intersections. Given the change in scope, a

public information meeting was held involving the residents and other key project stakeholders. Armed with a full complement of planning, traffic engineering, and design knowledge, the project team achieved immediate consensus.

Achieving this early level of success allows both the design engineer and traffic engineer to work together, knowing that their combined knowledge and effort will ultimately result in better product. In addition, clients receive support for the project sold without resistance, which costs additional time and money.

The lesson learned is that a transportation project progresses smoothly, efficiently, and effectively when the project team has familiarity with the critical data considered throughout its life. The best way for this exchange of information to flow most smoothly is to provide a full gamut of traffic and highway design related services under one roof.

MID-ATLANTIC REGIONAL NEWS

Stormwater Management Goes Green with New PADEP Policies

by Kurt Staller, P.E., Water Resources Engineer

When the Pennsylvania Department of Environmental Protection (PADEP) issued its comprehensive stormwater management policy in 2002, it was a first step toward the goal achieving integration of all PADEP stormwater management programs.

This goal came to fruition in December 2006 with the release of the new Pennsylvania Stormwater Best Management Practices (BMP) Manual. The manual encourages forethought to the integration of the stormwater BMPs throughout the site and creativity in the approach to stormwater management.

The philosophy is new, the computational methods are slightly different, and the BMPs are going green.



Engineers are now rewarded for minimizing disturbed areas, protecting riparian land, and retaining existing water courses.

In summary, if you approach new projects with the standard stormwater mentality, you may be heading down a permitting dead end.

The new policy and its MMP manual standardize the approach to site design to minimize or eliminate the net change in post construction stormwater volume, rate and runoff. It offers a guide to the measurement of existing volume, rate, and runoff conditions and offers specifications for new non-structural and structural BMPs.

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