NJDOT REGIONAL TRANSPORTATION ALTERNATIVES SET-ASIDE (RTA SET-ASIDE) DESIGN ASSISTANCE PROGRAM 2025

Michael Baker INTERNATIONAL

WELL DONE ON ACHIEVING THE REGIONAL TRANSPORTATION ALTERNATIVES SET-ASIDE GRANT!

The RTA SET-ASIDE grant awarded to Local Public Agencies (LPA) around New Jersey shows community dedication and empowerment in making walking and bicycling in those communities a safe and routine activity. To assist the Transportation Alternatives Program (TAP) infrastructure grant recipients, NJDOT established a pool of qualified design consultants. As one of the selected consulting firms, the local team at Michael Baker International (Michael Baker) understands the time and effort it takes to encourage community members to support TAP initiatives and prepare a grant application to identify potential obstacles and proposed solutions. It is an exciting opportunity to be working with local communities to promote safe practices that enable more people, including those with disabilities, to walk, roll, and bike safely through infrastructure design improvements. Michael Baker is familiar with the latest design standards and will utilize innovative engineering methods to provide value-added solutions to meet and exceed the goals of awarded Local Public Agencies (LPAs).

WHY MICHAEL BAKER? WE MAKE A DIFFERENCE!

Michael Baker has extensive experience in proactive approaches to transportation safety and engineering that uniquely prepares us for delivering projects from initial planning through Final Design and Construction. With a focus on Complete Street and Streetscape Design, Design of Pedestrian Facilities, Intersection Improvements, Design of Bicycle Facilities, Traffic Calming, Roadway and Structure Design, Drainage Improvement and Environmental and Permitting, the Michael Baker team is a trusted partner to both public and private clients throughout New Jersey. Our proposed team has extensive experience in the development of safety studies at the municipal, county, regional, and state level through data-driven processes and analyses of crash data, pedestrian and cyclist counts, and traffic data. Michael Baker has developed plans for a wide range of clients, implementing safety countermeasures in a variety of urban, suburban, and rural contexts – ultimately advancing the goals and vision of a safer, more equitable and accessible New Jersey. Our processes and approaches are firmly aligned with New Jersey's Strategic Highway Safety Plan, Vision Zero goals, and state, county, and municipal Complete Streets policies and procedures, and includes extensive coordination with stakeholders to ensure that equity and environmental justice are central considerations during project delivery process. Our experience includes RTA type improvements such as municipal and county local safety programs and design support, local road safety plans, targeted safety countermeasures designed to fit the local context, development and prioritization of a range of projects and recommendations based on crash analysis and safety risk, assessment of existing safety projects and programs, as well as design of bicycle facilities, ADA compliant sidewalks, ramps and push buttons, streetscaping, decorative street lighting, wayfinding signage, trail design, drainage improvements, traffic calming, safety improvement, and Intersection design.

In the following pages, you'll discover a snapshot of our project experience under this program and similar initiatives. Michael Baker recognizes the transformative power of these projects in enhancing communities and improving residents' quality of life. **Let's make a difference for your community together!** We are eager to bring your community's vision to reality.

RTA SET-ASIDE SERVICES

ROADWAY SAFETY ENGINEERING EXPERTISE
Through extensive work with MPOs such as NJTPA, SJTPO, and DVRPC, counties, municipalities, NJDOT, and other Local Public Agencies (LPAs) throughout the State of New Jersey, our local team understands the implementation of Bikeways, Quality of Life, and Pedestrian Safety improvements from the planning and policy level that can facilitate stakeholder buy-in, while also assessing the technical design considerations and practicalities that drive implementation during final design and construction.

PROFESSIONAL TRAFFIC ENGINEERS AND PLANNERS / HIGHLY QUALIFIED TEAM
Our team members hold applicable licenses and certifications that demonstrate expertise in design principals to implement FHWA Proven Safety Countermeasures for traffic calming principles. They also have the real-world experience on similar projects with putting principles to practice. Our team has over 220+ New Jersey-Based professionals to serve Local Public Agency (LPA) and the project sponsors.

UNIQUE UNDERSTANDING OF MULTI-MODAL ROADWAY SAFETY
Having executed more than 30 similar local roadway safety improvement projects in New Jersey, the Michael Baker team is extremely familiar with the region's traffic, environmental, and community intricacies. As a result, we are distinctly prepared to tackle these projects' roadway safety design engineering challenges.

Complete Street and Streetscape Design
- Road Safety Audits
- Multimodal Design
- Transit Access/Bus Shelters
- Bicycle Parking
- Landscape(Rain Gardens/ Flow-Through Swales)
- ADA Facilities (Sidewalk, Curb Ramps, Intersection Devices)
- Parklets
- Wayfinding Signage
- Intersection daylighting/curb extensions

Pedestrian Facilities Design
- ADA Compliant Curb and sidewalk design
- ADA Compliant Pedestrian Bridges
- ADA compliant curb retrofitting
- Landscaping including buffer zones, benches, stairs, and bollards
- Pedestrian lighting
- Curb extension / bump-outs

Intersection Improvement Design
- Green Infrastructure
- Drainage/SWM
- High Visibility/Raised/Textured crosswalks
- Intersection lighting
- HAWK signals & flashing beacons
- Traffic signal design
- Rectangular Rapid-Flashing Beacons (RRFB)
- In-Pavement LED lighting
- Radar speed displays/DMS
- Passive pedestrian detection devices
- Mid-block crossing design
- Traffic signal timing optimization
- Traffic counts & analysis

Bicycle Facilities Design
- Bike parking facilities
- Bike lanes/boulevards
- Cycle Tracks
- Shared use paths
- Bike route signing
- Off-road bike routes
- Trails & Greenways

Traffic Calming/Corridor Improvement Design
- Road Diets
- Speed Tables
- Pavement markings
- School zone design
- Traffic Regulation Development

MUTCD Signing and Striping Design
- High visibility slip resistant crosswalks and stop bar
- Multi-modal lane markings
- Rectangular Rapid-Flashing Beacons (RRFB)
- Advanced warning signs

Roadway Traffic Improvements
- Roadway Geometrics
- Drainage Improvements
- Pavement Improvements
- Roadside Safety
- Parking Analysis
- Environmental Services
- ROW/Utility Design & Coordination

Other Services
- Permitting
- Construction Services
- Retaining Wall & Structure Design
- Public Involvement & Outreach
- Landscape & Architectural Design

40+ YEARS
Based in New Jersey

220+
New Jersey Employees
4,500 Company-Wide

RTA SET-ASIDE PROJECT EXPERIENCE

Michael Baker INTERNATIONAL

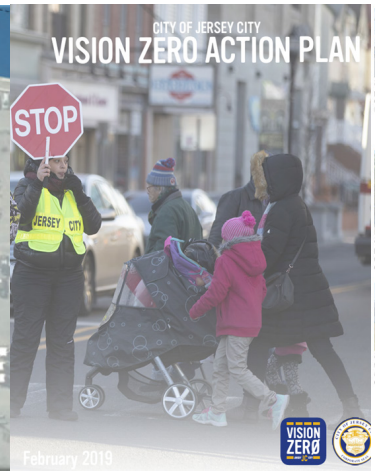
HACKENSACK RIVERWALK – SECTION 8C

Jersey City, County of Hudson, NJ

Michael Baker is supporting Hudson County as the Local Public Agency (LPA) to advance the Hackensack Riverwalk – Section 8C, a 0.19-mile walkway and bikeway along the east shoreline of the Hackensack River. This segment extends from the Skyway Golf Course's 9th hole green within Lincoln Park West County Park to the west terminus of Duncan Avenue in Jersey City. Previously an unimproved segment within the Hackensack Greenway, the project site includes the Hudson County Public Safety and Health Building and the Skyway Golf Course. The area was formerly an unregulated landfill, capped as part of the Lincoln Park West Wetland Restoration Project, which also developed the Skyway Golf Course, baseball fields, a dog run park, and a trail system.

The proposed trail, occupied by native vegetation, extends from an existing amenities area west of the golf course north along the west side of the County Public Safety and Health Building site, ending at Duncan Avenue. The site is subject to various environmental regulations and required permits, including the Flood Hazard Area Control Act Rules, Coastal Zone Management Rules, and a Waterfront Development Permit. The 10-foot wide trail facilitates two-way pedestrian and bicycle traffic, beginning at the east bank of the Hackensack River and ending at Duncan Avenue. Improvements include an ADA-compliant, crushed stone and raised boardwalk trail, reconstruction/resurfacing of the Duncan Avenue terminus, an ADA curb ramp, six parking spaces, and a trail signage archway. Stormwater runoff mitigation, including plantings and grass swales, prevents trail flooding.

Proposed trail amenities include 15 trash cans, 10 wooden benches, 6 picnic tables, 87 solar-powered bollard lights, and 10 interpretative signs. Michael Baker conducted public engagement and prepared plans for this federally funded project in accordance with various design guides and standards, including AASHTO's policies, NJDOT manuals, FHWA's Manual on Uniform Traffic Control Devices, and the ADA Access Guide.



WILLOW AVENUE VISION ZERO SAFETY IMPROVEMENTS

City of Hoboken, County of Hudson, NJ

Michael Baker is supporting the City of Hoboken as the Michael Baker is collaborating with the City of Hoboken and Hudson County to redesign Willow Avenue from 11th to 16th Street under NJDOT's Transportation Alternatives Set-Aside Program (TAP). This corridor is a key gateway from North Hudson communities and vehicles exiting the Lincoln Tunnel.

Willow Avenue is identified as a high crash segment in Hoboken's Vision Zero Action Plan, accounting for 40% of the city's injuries and fatalities from 2014 to 2018. The intersection at 14th Street is one of six high crash intersections. From 2019 to 2021, the corridor saw 31 injury-causing crashes, including 7 pedestrian and 4 bicyclist injuries. The proposed improvements aim to enhance safety for non-motorized users, supporting the City's goal of eliminating traffic deaths and serious injuiries by 2030.

The redesign includes safety measures for pedestrians and bicyclists: bike lanes, curb extensions, ADA curb ramps, and upgraded pedestrian facilities. Plans adhere to multiple design guides and standards, including Hoboken's Street Design Guide, Vision Zero Action Plan, NACTO guides, AASHTO policies, NJDOT manuals, FHWA's Manual on Uniform Traffic Control Devices, and the ADA Access Guide. Michael Baker also managed public engagement and design activities per NJDOT guidelines.

RELEVANT EXPERIENCE TO RTA SET-ASIDE PROJECTS

Through extensive work with MPOs such as NJTPA, SJTPO, and DVRPC, counties, municipalities, NJDOT, and other Local Public Agencies (LPAs) throughout New Jersey, our local team understands the implementation Bikeways, Quality of Life, and Pedestrian Safety improvements from the planning and policy level that can facilitate stakeholder buy-in, while also assessing the technical design considerations and practicalities that drive implementation during final design and construction. Below are the relevant projects with LPAs that include pavement markings and signage improvements, upgrades to curbs and sidewalks, ADA access ramps, drainage improvements, bump-outs along intersections, bicycle and pedestrian trails and facilities, pedestrian bridges, benches, chain-link fence gates, decorative street lighting and streetscaping.

PROJECTS THAT ARE SIMILAR IN SCOPE AND COMPLEXITY AS THE PROJECTS LISTED UNDER REGIONAL TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM	SURVEY / MAPPING	FEDERALLY FUNDED	STRUCTURAL TASKS	PROJECT MANAGEMENT & COORDINATION	ROADWAY DESIGN / SAFETY IMPROVEMENTS	ADA CURB RAMP DESIGN	BIKE-PED FACILITY DESIGN / COMPLETE STREETS	UTILITY COORDINATION /ROW	TRAFFIC ENGINEERING & ANALYSIS	LIGHTING DESIGN	ENVIRONMENTAL/ PERMITTING	DRAINAGE / STORMWATER	CONTRACT DOCUMENT DEVELOPMENT
Willow Avenue Vision Zero Safety Improvements, City of Hoboken, NJ	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Hackensack Riverwalk – Section 8C, County of Hudson, Jersey City, NJ	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓
Intersection Improvements Along East and West 7th St (CR 601) and the Intersection of East Front St (CR 620) and Leland Ave, NJTPA/Union County | Plainfield, NJ	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓
West Seventh Street (CR 601) Intersection Improvements, NJTPA/Union County | Plainfield, NJ	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓
Communipaw Avenue Safety Improvements, NJTPA/City of Jersey City | Jersey City, NJ	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Dr. Martin Luther King Boulevard Pedestrian Safety Corridor Improvements, NJTPA/City of Newark, NJ | Newark, NJ	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bergen Street Pedestrian Safety Corridor Improvements, NJTPA/City of Newark | Newark, NJ	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Main Street (CR 531) From Talmadge Avenue to Brunswick Avenue Improvements, NJTPA/Middlesex County | Metuchen, NJ	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
New Central Avenue (CR 31) and North Hope Chapel Road (CR 639) Roundabout, NJTPA/Ocean County | Jackson, NJ	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Park Avenue (CR 677), JFK Boulevard East/Boulevard East (CR 505 and CR 693) and JFK Boulevard (CR 501) Improvements, NJTPA/Hudson County, Hoboken, Weehawken, West New York, Guttenberg, North Bergen, Jersey City, NJ	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2022 and 2023 On-Call Traffic Engineering Support, City of Hoboken | Hoboken, NJ				✓	✓	✓	✓	✓	✓				✓
Rio Grande Avenue Entrance Improvements, Cape May County | Wildwood, NJ	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Frank E. Rodgers Boulevard Safety Improvements, NJTPA/Hudson County | Harrison, NJ	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
JFK Boulevard (CR 501) – Phase IV From 43rd Street to 59th Street, NJTPA/Hudson County | Union City, Town of West New York, and Town of North Bergen	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Secaucus Road, From Paterson Plank Road to Route US 1&9 Tonnelle Avenue Southbound Ramps, NJTPA/Hudson County | Town of North Bergen, Union City, and Jersey City, NJ	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Paterson Plank Road (CR 681) – West Side Avenue to Park Plaza Drive, NJTPA/Hudson County | Secaucus, NJ	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
Newark Bergen Street From Madison Avenue to 14th Avenue, NJTPA/City of Newark | Newark, NJ	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Pacific Avenue Signal Optimization Atlantic Cit/ ITS Master Plan, City of Atlantic City/SJTPO | Atlantic City, NJ	✓	✓		✓	✓	✓		✓	✓		✓		✓
Safe Routes to School Design Assistance Program for Morgan Village, City of Camden, Camden, NJ	✓	✓		✓	✓	✓			✓				✓
Taft Avenue Pedestrian Bridge, Borough of Woodland Park, Passaic County, NJ | NJDOT	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

MAKE NEW JERSEY A BETTER PLACE TO LIVE, WITH SAFER, MORE ENJOYABLE WAYS TO BICYCLE AND WALK.

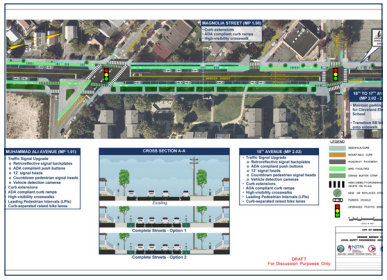
Pedestrian Signal Heads | Mid Block Crossing and Curb Extensions | Decorative Street Lighting | Skid Resistance High Visibility Crosswalks | Adequate Accomodations for Users of All Abilities | Multi-Modal Trails | Pedestrian Bridges | Green Infrastructure

MAIN STREET (CR 531) FROM TALMADGE AVENUE TO BRUNSWICK AVENUE IMPROVEMENTS PROJECT, MIDDLESEX COUNTY, NEW JERSEY

Metuchen, Middlesex County, NJ

Michael Baker performed conceptual through final design services along a 1.1-mile corridor-wide roadway improvement project via NJTPA's Local Safety Program in the Borough of Metuchen, NJ. The design included safety improvements at 20 intersection incorporating multi-modal traffic calming measures to balance the competing needs of pedestrians, buses, bicycles, and automobiles. Geometric and streetscape improvements included curb extensions, bus stop turnouts, and ADA-compliant curb ramps. The project included four new and upgraded traffic signals and related infrastructure as well as five midblock Rectangular Rapid Flash Beacons (RRFB) crossings. Traffic data collection activities included turning movement and Automatic Traffic Recorder (ATR) counts. Traffic analysis was performed to evaluate geometric improvements as well as optimize and coordinate signal timing, phasing, and perform adjustments to pedestrian and vehicular clearance times. AutoTURN sweep path analysis was performed to confirm that the geometric improvements and curb extensions can accommodate the sweep path of the typical design vehicles. The design incorporated sidewalk improvements, street lighting upgrades, drainage improvements, roadway resurfacing, and new pavement markings, signing, and striping. The design also included an Over-height Vehicle Detection System to divert trucks from a low-clearance AMTRAK underpass. Michael Baker facilitated a Public Information Center (PIC) to solicit community input for the improvements.

BERGEN STREET PEDESTRIAN SAFETY CORRIDOR IMPROVEMENTS



NJTPA/City of Newark, Essex County, NJ

Michael Baker was responsible for leading the design of Bergen Street Pedestrian Safety Improvements for the City of Newark from conceptual to final design. Concept designs were developed based on the recommendations of a road safety audit. The conceptual design was developed utilizing Complete Streets design guidelines and presented at a Public Information Center to facilitate public outreach and engagement. The final design incorporated multi-modal traffic calming measures to balance the competing needs of pedestrians, buses, bicycles, and automobiles. Geometric and streetscape improvements included buffered bicycle lanes, bus stop turnouts, reverse angle parking, pedestrian crossing refuges, raised crosswalks, and curb extensions. Traffic signal improvements included a new midblock HAWK beacon (High-Intensity Activated crosswalk beacon), a midblock Rectangular Rapid Flash Beacon (RRFB), and new and upgraded traffic signals and related infrastructure. The design incorporated new ADA curb ramps, sidewalks, street lighting, pavement markings, signing, and striping. Intersection-level traffic analysis was performed to evaluate geometric improvements as well as modified signal timing, phasing, and adjustments to pedestrian crossing times. Pedestrian count data was collected and evaluated to determine warrants for midblock signals. Parking utilization was reviewed prior to the reduction of on-street parking to accommodate bicycle lanes.

EXCELLENT CHOICE FOR REGIONAL TRANSPORTATION ALTERNATIVES SET-ASIDE DESIGN ASSISTANCE

Michael Baker INTERNATIONAL

SAFE ROUTES TO SCHOOL DESIGN ASSISTANCE PROGRAM FOR MORGAN VILLAGE

City of Camden, Camden County, NJ

Michael Baker designed safety improvements within this corridor for over 700 students in Morgan Village community in City of Camden. We collaborated with the NJDOT Local Aid and the City of Camden to design and install 30 curb ramps including skid resistance retro-reflective crosswalks, stop bars, and new sidewalk within Morgan Village to make bicycling and walking to school safer and more appealing for the K-8 students in the community. Michael Baker also coordinated high profile site visits and public meetings with the mayor, stakeholders, and the general public.

SOMERS POINT BIKE PATH WIDENING & EXTENSION

City of Somers Point, Atlantic County, NJ

The Somers Point Bike Path runs almost the entire length of the City of Somers Point as part of an 8.2-mile trail that begins from New Jersey Avenue to Ocean Heights Avenue and continues on through Linwood, Northfield, and Pleasantville. For this Local Aid Project Michael Baker provided preliminary engineering, final design and construction administration services to widen and extend the existing bike path. Other improvements included installing ornamental lighting in keeping with historical context of the path, upgrading light fixtures to LED, and ADA compatible curb ramps, landscaping, benches, fencing, bicycle racks, traffic signs, striping, waste stations. A Public Information Center was held for the local community to provide comments on the path improvements and obtaining community support.

PARK AVENUE (CR 677), JFK BOULEVARD EAST/BOULEVARD EAST (CR 505 AND JFK BOULEVARD (CR 501) IMPROVEMENTS

NJTPA/Hudson County, Hoboken, Weehawken, West New York, Guttenberg, North Bergen, Jersey City, NJ

Michael Baker performed conceptual through final design services along a five-mile corridor-wide roadway improvement project via NJTPA's Local Safety Program in Hoboken, Weehawken, West New York, Guttenberg, North Bergen, Jersey City. The design included improvements at 56 intersections incorporating multi-modal traffic calming measures to balance the competing needs of pedestrians, buses, bicycles, and automobiles. Geometric and streetscape improvements included curb extensions, bus stop turnouts, angled parking, pedestrian crossing refuges, and ADA-compliant curb ramps. The project included 33 new and upgraded traffic signals and related infrastructure as well as midblock HAWK beacons (High-Intensity Activated Crosswalk beacon) and Rectangular Rapid Flash Beacons (RRFB).

2022-2025 ON-CALL TRAFFIC ENGINEERING SUPPORT

City of Hoboken, Hudson County, NJ

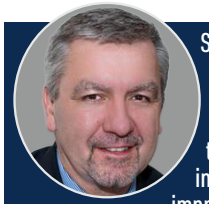
Michael Baker is providing On-Call Traffic Engineering services for the City of Hoboken in 2022 through 2024 and is continuing in 2025. Michael Baker has conducted a Safe Speed Study aligned with Hoboken's Vision Zero goals. The work includes an evaluation of speed limit reductions using NACTO guidelines, analyzing speed, volume, crash data, and existing conditions to recommend speed management strategies. Additionally, Michael Baker developed concept plans for the conversion of 16th Street to a two-way road and the implementation of a road diet for multi-modal safety improvements on Willow Avenue.

TAFT AVENUE PEDESTRIAN BRIDGE OVER ROUTE 80

Woodland Park, Passaic County, NJ

Michael Baker performed a concept development (CD) study, preliminary engineering, and final design for the replacement of the Taft Avenue Pedestrian Bridge over I-80. The project proposes to replace the pedestrian bridge to address its structural deficiencies and functionally obsolete condition. Both sides of the bridge connect to residential neighborhoods consisting of single-family homes. Within ½ mile of the bridge to the east is Berkeley College's Garret Mountain Campus, Diane Grimes Park, Alfred H. Bauman Free Public Library, and the Woodland Park municipal building. To the west is Windsor Academy, a K-9 school for special needs children, and a commercial corridor featuring pedestrian-oriented retail. Michael Baker utilized community profile to develop an appropriate Public Involvement Action Plan for the Taft Avenue Pedestrian Bridge CD Study. Understanding population, demographics, surrounding land uses, and transportation helped identify local stakeholders and determine/assess potential impacts to vulnerable populations. Michael Baker also coordinated site visits and public meetings with the Mayor, stakeholders, and general public.

To provide Technical Guidance and Quality Control on deliverables, Michael Baker's Snehal Patel will oversee and coordinate the delivery of assigned projects as part of Transportation Alternatives Set-Aside Program. Snehal has over 36 years of diversified experience with the NJDOT where he served as an Assistant Commissioner of Capital Program Management, and the State Transportation Engineer (2018-2022). He managed and led many projects and programs that covered Highway Design, ROW/Access Design, Project/Program Management and Construction Management including in-depth familiarity with Federal-aid Highway Program, Grants, Regulations, and Every Day Counts (EDC) initiatives of the FHWA. He possesses ultimate familiarity on the NJDOT's Capital Project Delivery process that is being currently utilized by many Counties and Municipalities. He will facilitate, coordinate, and communicate project's objectives and expectations among Local Public Agencies, NJDOT and other key stakeholders.



Sylvester (Sly) Fryc is the proposed Project Manager and brings over 35 years of experience in various aspects of highway design and managing the design team. Sly has direct relevant experience managing various types and sizes of roadway and highway projects. He manages a wide variety of transportation projects through the local and federal aid process as well as various NJDOT projects including on-call agreement with NJDOT. His projects include TE/RTA type improvements involving pedestrian and bicycle facilities, ADA compliant sidewalks, ADA ramps and push buttons, streetscaping, decorative street lighting, wayfinding signage, trail design, drainage improvements, traffic calming, safety improvement, Intersection Improvements and community outreach.

Brad Miller is a transportation professional with a passion for enhancing transportation safety, mobility, and equity for all road users. With over 20 years of experience in transportation planning and engineering, Brad has played a critical role in implementing FWHA Proven Safety Countermeasures for a variety of multi-modal safety improvement projects throughout New Jersey for various municipalities, counties, and local public agencies. Brad will be assisted by key transportation engineers and planners who also have completed federally funded TE/RTA type projects for clients such as MPOs including the NJTPA, DVRPC, and SJTPO, as well as multiple municipal and county project sponsors and LPAs throughout the state including Atlantic City, City of Newark, Jersey City, Hoboken, Hudson County, Union County, Mercer County, Middlesex County, Atlantic County, Cape May County, Passaic County, and Ocean County, as well as NJDOT and NJDOT-Local Aid.

Martin Wade has 20 years of experience in transportation engineering leading numerous local concept development studies with various Counties, Metropolitan Planning Organizations and NJDOT. During these studies, he manages multiple tasks including existing data collection, traffic analysis, detour analysis, crash analysis, alternatives analysis, alternative impact assessment, and construction cost analysis for various projects. Martin leads the stakeholder coordination and public outreach efforts to gain support from the local municipalities to advance projects to Local Preliminary Engineering (LPE), and uses this understanding of the local stakeholders needs to expedite the delivery of the preliminary engineering and final design phases.

For Additional Information, please contact:
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609-807-9666| Snehal.Patel@mbakerintl.com

MICHAEL BAKER INTERNATIONAL'S PROFESSIONAL TEAM

REGIONAL TRANSPORTATION ALTERNATIVES SET-ASIDE DESIGN ASSISTANCE PROGRAM 2025

LOCAL PUBLIC AGENCY (LPA)

Michael Baker INTERNATIONAL

TECHNICAL ADVISOR / PROJECT DELIVERY
Snehal Patel, PE, CPM

PRINCIPAL-IN-CHARGE
Gilberto R. Bosque, PE

PROJECT MANAGER
Sylvester (Sly) Fryc, PE

LPA RTA SET-ASIDE COORDINATOR
Brad Miller, PE, PP, PTOE, LEED AP, BD+C

DEPUTY PROJECT MANAGER
Martin Wade, PE

TEAM LEADERS

ROADWAY DESIGN
Carlos Lopez, PE

BRIDGE DESIGN
Ryan Adams, PE, SE

GEOTECHNICAL ENGINEERING
Michael Yang, Ph.D., PE

HYDRAULICS AND HYDROLOGY
Bryan VanderGheynst, PE, CFM

TRANSPORTATION PLANNING
Martin Wade, PE

ENVIRONMENTAL SCIENCE
Ebony Washington

COMMUNITY INVOLVEMENT
Anthony Sytko (SCG)

UTILITY ENGINEERING
Nisha Patel, PE

PAVEMENT DESIGN
Vahid Ganji, Ph.D., PE

TRAFFIC ENGINEERING
Brad Miller, PE, PP, PTOE, LEED AP, BD+C

SURVEYING / ROW ENGINEERING
Andrew Coursen, PE, PLS

Subconsultants
(MFS) MFS Consulting Engineers & Surveyors (DBE)
(KMA) KMA Consulting Engineers (DBE)
(SCG) Stokes Creative Group (DBE)
(DDR) Dresdner Robin (SBE)

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