



Congratulations on being selected for a Transportation Alternatives Set-Aside Grant

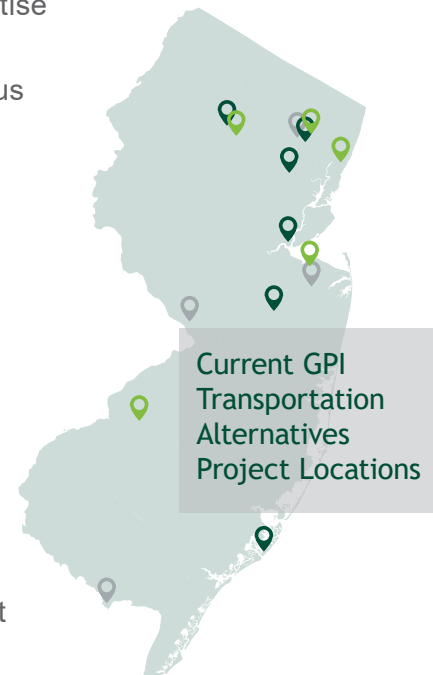
GPI has the optimal blend of project experience, resources, and engineering expertise to navigate the project design process. GPI has been selected to provide design assistance for 15 Transportation Alternatives projects across New Jersey in previous TA Design Assistance grant cycles.

Our Approach

1. Understand your needs and goals;
2. Help you navigate the NJDOT federal aid process;
3. Identify potential obstacles early and implement solutions to keep your project on track;
4. Deliver your project on time, within budget, and at a high level of quality.

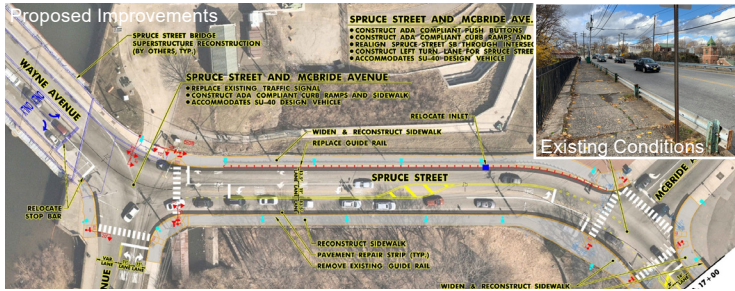
GPI's Experience Includes:

- Streetscapes - Sidewalks, Lighting, Pavers, Trees, Street Furniture
- Bicycle/Pedestrian Trails and Bicycle Lanes
- Signs/Beacons - Wayfinding, Flashing Beacons, Flashing Warning Signs, Gateway Signing
- Pedestrian Safety - Signals, Crosswalks, Pavement Markings
- ADA Accommodations - Curb Ramps, Ped Signal Buttons
- Pedestrian and Bicyclist Bridges/Tunnels
- Waterfront Trails/Walkways
- Signalized and Unsignalized Intersection Design
- Structural Design (Rehabilitation and New Structures)
- Railroad Crossings
- Landscape Architecture
- Stormwater Management/Green Infrastructure
- Historic Structures/Districts



NJDOT Transportation Alternatives Design Assistance Project Experience

From streetscape improvements to trails, GPI understands how to deliver these projects in conformance with the NJDOT required delivery process and ensure that all federal requirements are met. Our experience includes projects in diverse urban, suburban, and rural communities across the state. We have experience coordinating with NJ Transit, NJDOT, county governments, rail and utility companies, environmental agencies, and historic district commissions.



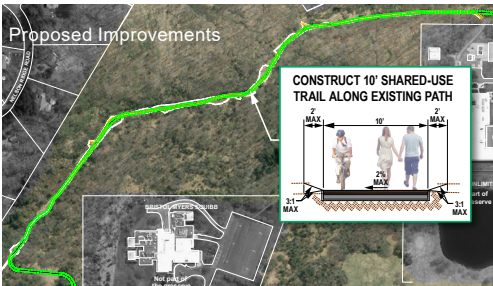
City of Paterson - Spruce Street Gateway Streetscape Project - Phase 1

Client: Passaic County - GPI is performing Preliminary Engineering and Final Design for this project in the Great Falls Historic District. Work includes pedestrian improvements and streetscape amenities along Spruce Street as well as the replacement of traffic signals at the McBride Avenue intersection and Market Street intersection. Improvements will also be made to the historic Middle Raceway Structure.



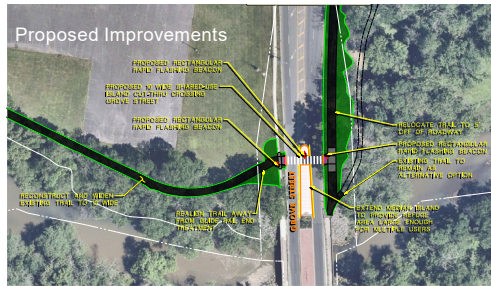
Town of Boonton - Historic Main Street Revitalization Streetscape

Client: Town of Boonton - GPI is performing Preliminary Engineering and Final Design of Streetscape and Pedestrian Safety Improvements along Main Street between Liberty Street and Division Street. Work includes crosswalk restriping, sidewalk and curb replacement, rapid flashing beacons, ADA compliant curb ramps and signal upgrades, pedestrian bump-outs, street furniture, decorative lighting, and bicycle safe grates.



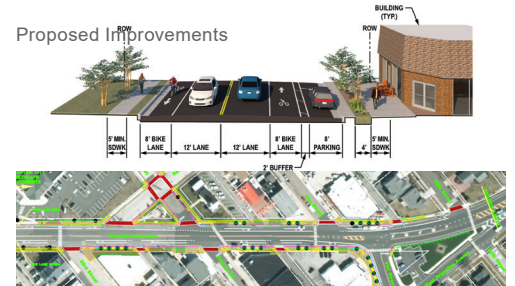
Hopewell Township - Lawrence-Hopewell Trail

Client: Hopewell Township - GPI is completing Final Design for the construction of a new one-mile long Mount Rose Segment of the Lawrence-Hopewell Trail. Project traverses freshwater wetlands and requires significant permitting. Project also provides for installation of flashing beacon signs at a road crossing.



Cherry Hill Township - Camden County Parks Trail

Client: Camden County - GPI has completed Preliminary Engineering for the Grove Street Trail Connector Project. The project will reconstruct and widen an existing trail that runs through the county park adjacent to the Cooper River and provide for a safer crossing of Grove Street through the use of median island extensions and installation of Rectangular Rapid Flashing Beacons.

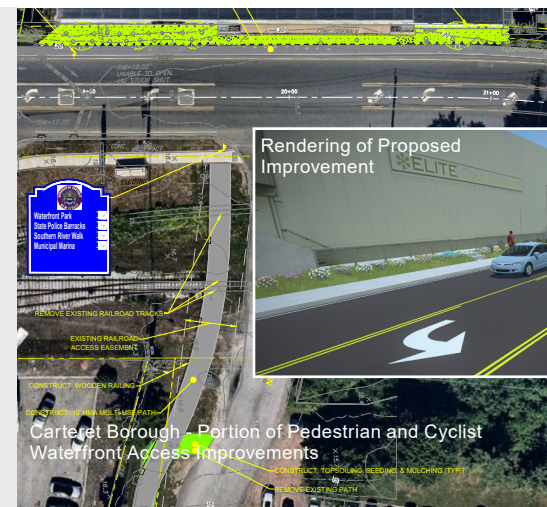


City of Brigantine Beach - Lighthouse District Streetscape Improvements

Client: City of Brigantine Beach - GPI completed Final Design for streetscape improvements which include decorative lighting, landscaping, permeable pavers, trash receptacles, benches, bike racks, bike lanes, ADA compliant curb ramps, and decorative crosswalk striping.

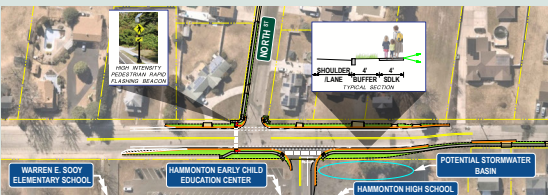
GPI has been selected to provide Design Assistance for these additional 10 Transportation Alternatives projects:

- Carteret Borough - Pedestrian and Cyclist Waterfront Access Improvement
- City of Clifton - Main Avenue Streetscape
- Cumberland County / Downe Township - Newport Streetscape
- Elmwood Park - Mola Boulevard Streetscape
- Fairview Borough - Anderson Avenue Streetscape
- Marlboro Township - Route 79 Sidewalk and Pedestrian Safety Improvements
- Monmouth County - Henry Hudson Trail Extension and Pedestrian Safety Improvements
- Red Bank Borough - Shrewsbury Avenue Streetscape
- Roxbury Township - Main Street Streetscape
- West Orange - Washington Street Streetscape

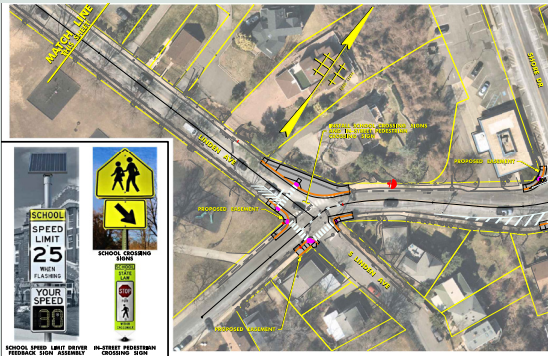


NJDOT Safe Routes to School Design Assistance Project Experience (17 projects)

GPI has been selected to provide design for these pedestrian safety improvement projects:



Town of Hammonton - Sooy Elementary School Sidewalk and Pedestrian Safety Improvements



Highlands Borough - Highlands Safe Routes to School Phase 1 Pedestrian Safety Improvements

- Bridgewater Township** - Adamsville School Sidewalk and Pedestrian Safety Improvements
- Bound Brook** - Crosswalk, signing, flashing beacons
- Chatham Township** - Shunpike Road Sidewalk Installation and Reconstruction (2 projects)
- City of Clifton** - Pedestrian Tunnel Improvements
- City of Long Branch** - Prospect and John Streets Pedestrian Safety Improvements
- Gloucester City** - Middle School Sidewalk Improvements
- High Bridge Borough** - Downtown Connection Sidewalk and Pedestrian Improvements (2 projects)
- Highlands Borough** - Highlands Safe Routes to School Phase 1 Pedestrian Safety Improvements
- Livingston Township** - Northfield Road and Hillside Avenue Sidewalks
- Maplewood Township** - Push-button Pedestrian Signals
- Middletown Township** - Hubbard Avenue Pedestrian Improvements
- Netcong Borough** - Sidewalk and Pedestrian Safety Improvements
- Town of Hammonton** - Sooy Elementary School Sidewalk and Pedestrian Safety Improvements
- City of Perth Amboy** - Rose Lopez Elementary School Sidewalk and Pedestrian Safety Improvements
- West Orange** - Flashing Pedestrian Crossing Warning Signs

Similar Project Experience



Jersey City - JFK Boulevard Traffic Safety / Signal Optimization / Streetscape Improvements

Client: NJTPA / Hudson County - GPI developed and designed improvements, in accordance with NJDOT requirements, that made JFK Boulevard safer and friendlier to pedestrians, including the installation of pedestrian bump outs and Lead Pedestrian Intervals (LPIs). Improvements also included signal upgrades, signal backplates, crosswalks, countdown pedestrian signals, and ADA compliant sidewalk, ramps, and pushbuttons.



Maplewood Township - Streetscape and Traffic Calming Improvements

Client: Maplewood Township - GPI prepared contract documents for streetscape improvements and traffic calming measures to better facilitate pedestrian and vehicular movement. Streetscape work included decorative traffic signal and lighting standards and arms, brick pavers, and other context sensitive solutions.



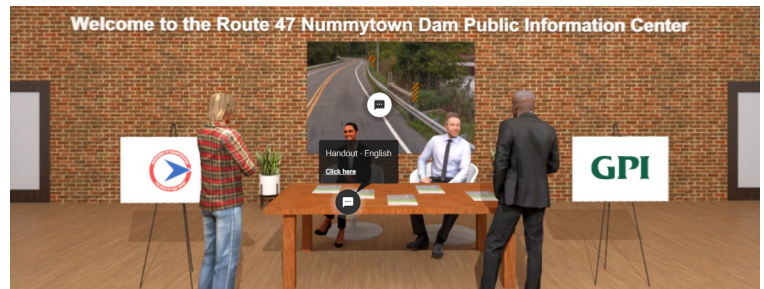
Duke Island Park - Somerset County Bikeway

Client: Somerset County Park Commission - GPI designed a 2.4 mile-long bike path through Duke Island Park, located on the Raritan River in Raritan Borough and the Township of Bridgewater. The project included multiple State Open Water crossings with bridges and significant permitting.



Town of Morristown - Engineering and Design of Mobility Improvements

Client: ARUP - GPI provided planning and engineering services to establish a multimodal transportation plan to improve traffic flow and safety of all users for seven corridors in Morristown. GPI also assisted the town in identifying funding opportunities, such as the Highway Safety Improvement Program (HSIP), Community Development Block Grants (CDBGs) and NJDOT Local Aid grants.



Virtual Public Involvement (VPI)

TA Set-Aside projects require that every effort is made to engage the public as projects are developed. GPI has developed innovative solutions to maximize and enhance outreach in accordance with NJDOT requirements. This VPI technology replicates the set-up of traditional public meetings, offering digital project information, as well as access to surveys in a single platform. The users are situated in a familiar setting and can view and navigate the room at any time in a near-reality experience.

GPI's Project Manager

Dale Foster, PE

Mr. Foster has over 40+ years experience delivering a wide array of local transportation projects utilizing NJDOT federal and state grant funding and is currently managing Transportation Alternatives projects for numerous clients. Mr. Foster served as County Engineer for Cape May County for 25 years. His work has included preliminary engineering and final design of roadway, bridges, streetscapes, and bikeways. Mr. Foster has significant experience in implementing ADA upgrades and managing projects that included complex right-of-way acquisition, utility coordination, and environmental permitting.



As an extra level of quality and support, GPI's **Dave Kuhn, PE** will facilitate delivery of your project. Mr. Kuhn has 36 years of project experience, including 30 years with NJDOT where he served as Director of the Division of Local Aid and Assistant Commissioner for Planning and Grant Administration. His knowledge of the federal-aid delivery process is invaluable. He is well versed in the review and coordination of planning, design, and construction and is readily available to assist grant recipients in navigating the NJDOT contracting and delivery process.



GPI's knowledge and experience enable us to provide solutions to any challenge

Common issues encountered on Transportation Alternatives projects include:

Utility conflicts: GPI will coordinate early with utility companies to identify potential conflicts and will coordinate with them throughout the project. For example, street lighting ownership and maintenance responsibilities differ across the state. GPI has relationships with utility companies across the state.

Right-of-way impacts: GPI will employ design solutions such as landscape walls or curb headers to avoid costly and time consuming right-of-way acquisition.

Environmental impacts: GPI will carefully screen the project area for environmentally sensitive areas and use best design practices to avoid or limit impacts.

Stormwater management: GPI will ensure compliance with NJDEP stormwater management regulations and implement designs that avoid or limit disturbance/regulatory triggers.

Historic resources: GPI will identify historic/cultural resources early and ensure that coordination and designs comply with federal, state and local historic committee/commission requirements.

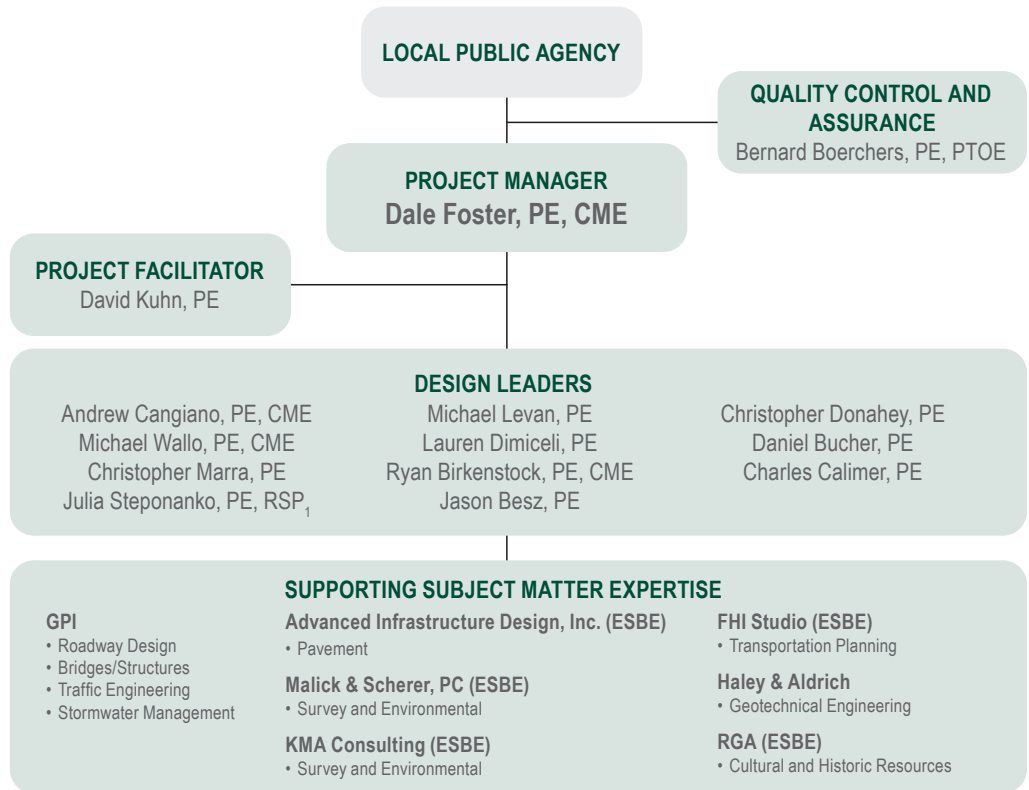
Accessibility: GPI's design will provide for ADA compliant curb ramps, audible pedestrian signals, wheelchair passing locations on sidewalks and wheelchair accessible pushbuttons on signals.

Rail crossings: GPI will coordinate with NJDOT's Rail Unit to ensure designs are compliant with NJDOT rail safety policy.

Impacts to existing trees/landscape: GPI's design will be sensitive to existing street trees and landscapes. Impacts will be avoided if at all possible.

Multilingual communities: GPI will provide project communications, meeting materials, and translators to reach non-English speaking populations.

Organizational Chart - The GPI Team



For more information, please contact:

Dave Kuhn, PE
908.236.9001 | dkuhn@gpinet.com

Local Offices:
NJ - Bridgewater, Morris Plains, Shrewsbury, Pleasantville
PA - Philadelphia