



Bridget Postlewaite, P.E., Senior Project Manager

Licenses: Professional Engineer in New Jersey - 24GE05247500 (2015)
Professional Engineer in Delaware- 17460 (2014)
Professional Engineer in Pennsylvania PE082694 (2014)

Memberships: American Society of Civil Engineers
Institute of Transportation Engineers
Women's Transportation Seminar

Education: B.S. in Civil Engineering, Drexel University, 2007
Dale Carnegie Course, June 2012
Calibrating Synchro & SimTraffic Training, May 2015
High Impact Presentations – Dale Carnegie – August 2017

Teaching: Civil Engineering 585 – Transportation Planning and Capacity, Drexel University
2014-2018 – Guest Lecturer

Bridget leads KMJ's design and analysis team. She has more than 10 years' experience in the transportation industry working with both public and private sector clients. Multifaceted, Bridget works with our clients to solve their technical problems such that everyone wins. She is skillful at analyzing complex intersections using Synchro and SimTraffic to provide practical solutions to operational issues. Bridget also manages the traffic signal and intersection design work, ADA ramp design and maintenance and protection of traffic and construction sequencing.

Relevant Projects

- **City of Philadelphia TEDS Citywide 105 Preliminary Design, City of Philadelphia Department of Streets** – Project Manager responsible for overseeing all aspects of KMJ's work on this project. KMJ is responsible for designing a total of 54 ADA curb ramps in the Chestnut Hill section of Philadelphia to comply with both PennDOT and the City of Philadelphia standards. KMJ conducted field investigations at all ramp locations and took measurements to verify the survey. In addition to curb ramp designs, KMJ participated in a public open house to inform local residents and business owners of the project and received feedback. KMJ will also participate in individual meetings with property owners potentially affected by the ADA ramp designs. (2018-2019)
- **Pennsylvania Department of Transportation E03954 District 6-0 Road Safety - WO #2** – Project Manager responsible for overseeing all aspects of KMJ's work on this project. PennDOT District 6-0 pursues innovative low-cost safety approaches to improve high crash corridors within the City of Philadelphia. **KMJ prepared traffic signal plans for 17 intersections as well as an interconnect plan for both 2nd Street and 5th Street.** In addition, KMJ coordinated between and among the Philadelphia Water Department and PennDOT about potential bump-out locations along 2nd Street. (2017-2020)

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- **Pennsylvania Department of Transportation E03413 District 6-0 Low Cost Safety Improvements** - Project Manager responsible for overseeing all aspects of KMJ's work on this project. PennDOT District 6-0 pursues innovative low-cost safety approaches to improve high crash locations and corridors within the district. KMJ was responsible for four work orders: WO#1 & WO#6 - Intersection Safety Implementation Plan (ISIP), WO#3 – New Falls Road, and WO#5 – City Corridors (Levick Street). In the ISIP assignment, KMJ prepared construction plans, signal plans, and pavement marking and signing plans for various intersections in all five D6 counties. For New Falls Road, KMJ prepared traffic signal plans for five signalized intersections. **KMJ also prepared traffic signal plans for ten intersections as well as an interconnect plan for the 1.3-mile roadway of Levick Street.** (2016-2020)
- **City of Philadelphia American Street Improvement Project – Traffic Engineering, City of Philadelphia Department of Streets** – Project Manager responsible for overseeing the development of the traffic control plans and curb ramp designs for the American Street corridor. KMJ developed and executed the stakeholder and public engagement program for the project, prepared the traffic control plans, designed 24 ADA Curb Ramps throughout the corridor, designed and built a website for the public and is providing consultation during construction. The City of Philadelphia received federal funding to make improvements along the approximate two-mile North American Street corridor between Girard and Indiana Avenues. The aim of this project is make American Street work better for its users and to provide improved streetscape amenities, including green storm-water infrastructure, while continuing to accommodate the transportation needs of this diverse corridor. (2016-2020)
- **Pennsylvania Department of Transportation District 6-0 E03469 I-95 Central and South Philadelphia Project** – Project Manager responsible for overseeing the development of HCS analysis for ramps, freeways, and weaving segments on I-95 between the I-676 and CD Road interchanges. Also responsible for organizing field views of more than 50 intersections in the vicinity of Columbus Boulevard and the stadiums, travel time runs and an origin-destination (OD) study. KMJ is also responsible for the development of Synchro analysis for more than 50 intersections during weekday peak hours for existing, no build and build alternatives. (2016-2018)
- **Philadelphia International Airport On-Call Planning Services, Philadelphia PA-** Project Manager responsible for overseeing all aspects of KMJ's work on this project. The Philadelphia International Airport seeks to improve ground transportation options by providing a Transportation Network Companies (TNC) Parking facility. KMJ was responsible for the parking utilization analysis in the existing TNC Lot and provided recommendations for a potential new valet/TNC Lot. KMJ also evaluated two traffic signals at the International Plaza Driveway and the Cell Phone Lot Driveway to determine congestion issues and potential improvements. This involved verifying existing conditions, calculating clearance timings and conflict factors, and measuring sight distance. KMJ conducted 14-hour manual turning movement traffic counts at both intersections and conducted capacity analysis using Synchro 9. (2017)
- **City of Philadelphia Lincoln Drive Resurfacing and Restoration - Traffic Signal Design, City of Philadelphia Department of Streets-** Project Manager responsible for overseeing the traffic signal design, equipment placement, and preparation of final traffic signal permit plans for six intersections along Lincoln Drive in the City of Philadelphia. This work was part of the city-wide traffic engineering design services to assist with highway projects, including the preliminary and final design of traffic signals, streets and roads, traffic calming measures, school zone safety improvements, street re-paving

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packages, ADA ramps, Intelligent Transportation Systems (ITS), traffic studies, design of line stripping, traffic control signage and trails. The traffic signal permit plans detail the replacement of all traffic signal equipment, including mast arms, posts, signal heads, pedestrian signal heads, wiring/conduit, and controller cabinet locations. This project required the coordination of multiple parties responsible for various aspects of the roadway and signal design, including KMJ, Michael Baker and the City of Philadelphia. (2012-2016)

- **City of Philadelphia Roosevelt Boulevard Multimodal Corridor Program -Traffic Engineering, City of Philadelphia Department of Streets-** Project Manager responsible for overseeing all aspects of KMJ's work on this project. The City of Philadelphia Department of Streets has taken on the robust effort to transform the bustling yet problematic Roosevelt Boulevard to a modern multimodal transportation corridor. KMJ is responsible for preparing the Synchro Model for 40 complex intersections along the Roosevelt Boulevard Corridor, between Broad Street and Devereaux Street. KMJ also conducted field observations, verified roadways and traffic signal conditions and collected data to verify the Synchro Model. (2015-2019)
- **Pennsylvania Department of Transportation District 8-0 E02053/E02970/E04312 Highway Occupancy Permit (HOP) Application Reviews** –Project Manager responsible for the review of traffic impact studies, signal permit plans, level of service and capacity analyses, trip forecasting (generation, distribution, modal split, and assignment), signal warrant analysis, auxiliary turn-lane warrant analysis, conflict factor analysis, signal timing, signal phasing, coordination, data collection and preparation of final review comments in accordance with PennDOT's Policies and Procedures for Transportation Impact Studies. Ms. Postlewaite works within the PennDOT E-Permitting System to retrieve application information and participates in review meetings to discuss comments with PennDOT. (2011-2023)
- **Pennsylvania Department of Transportation District 2-0 E01107/E02521/E03731 Highway Occupancy Permit (HOP) Application Reviews** – Project Manager responsible for the review of traffic impact studies, signal permit plans, level of service and capacity analyses, trip forecasting (generation, distribution, modal split, and assignment), signal warrant analyses, turn lane and phasing warrant analyses, signal timing, phasing, coordination, data collection and preparation of final review comments. (2011-2021)
- **Pennsylvania Department of Transportation District 6-0 E03966 Highway Occupancy Permit (HOP) Application Reviews** – Responsible for the review of Highway Occupancy Permits (HOPs) for a variety of projects seeking access or modification to the state highway system. Traffic engineering elements submitted as part of the review of HOP applications include transportation impact studies, signing and striping plans, signal permit plans, level of service and capacity analysis, trip forecasting, signal warrant analyses, turn-lane and phasing warrant analyses, and data collection. (2017-2022)
- **City of Philadelphia Transit Signal Priority System Performance (TSP) -** Project Engineer responsible for scheduling field data collection, and analyzing four key Southeastern Pennsylvania Transportation Authority (SEPTA) bus routes including 124 signalized intersections using the KITS Mobile app. She then reviewed the report that summarized the effectiveness of Transit Signal Priority(TSP) along SEPTA Routes 6,52, 60 and 66. The City of Philadelphia, SEPTA and PennDOT sought to improve transit vehicle running time and reliability as well as improve traffic flow along capacity constrained arterials. This work consists of gathering transit vehicle travel time data, prior to implementation and post implementation to quantify the impact of providing transit signal priority

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(TSP) operations on transit vehicles. The collection and analysis of data will provide a measure for the overall effectiveness of the transit priority system. (2015-2016)

- **City of Philadelphia Historic Streets Curb Ramp Design, City of Philadelphia Department of Streets-** Project Manager responsible for conducting and overseeing the conceptual design of 12 ADA curb ramps throughout the City of Philadelphia. This work order was for the reconstruction of three historical streets (Maiden Street in Manayunk and American Street and Waverly Streets in Center City) as well as community outreach to convey information about the project to residents and businesses. Creative solutions were required at all locations due to the historical nature of the roadways and adjacent buildings. For example, a raised crosswalk was implemented for one crossing on American Street due to the historical buildings and staircases on the corners as well as high curbs and steep grades along the sidewalk. (2015-2017)
- **30th Street Station Precinct Joint Master Plan** – Project Engineer responsible for the analyses for traffic conditions assessed as part of this study. A 30th Street Station District Joint Master Plan was developed with AMTRAK, Drexel University, and Brandywine Realty Trust. This Master Plan took into account development in and around the 30th Street Station area, including Drexel University’s Innovation Neighborhood. KMJ was responsible for collecting and evaluating the existing vehicular traffic conditions in the area surrounding 30th Street Station; as well as comparing the existing conditions to several studies previously conducted in the area. KMJ also evaluated future conditions with new development in the area and determining recommendations for future congestion reduction. (2014-2016)
- **City of Philadelphia Traffic Operations and ITS (TOITS), Lindbergh Boulevard, Market Street and Hunting Park Avenue Traffic Signal Retiming, City of Philadelphia Department of Streets** – Responsible for analyzing and calibrating the Lindbergh Boulevard and Hunting Park Avenue corridors using Synchro, optimizing the corridor signal timings and offsets to reduce delay and travel time, and writing the report that summarizes the existing and proposed conditions. She was also responsible for analysis, data collection, and data management of travel time and delay studies conducted to compare conditions before and after traffic signal retiming. KMJ was responsible for traffic signal retiming along 14 intersections on Lindbergh Avenue, 7 intersections on Market Street and 15 intersections on Hunting Park Avenue. The City of Philadelphia sought to improve mobility and the flow of traffic along major corridors within the City. Signal retiming remains as one of the most cost-effective ways to improve traffic flow, increase capacity, and reduce congestion. (2013-2014)
- **City of Philadelphia Traffic Operations and ITS (TOITS), Allegheny Avenue, Rhawn Street and Academy Road Traffic Signal Retiming, City of Philadelphia Department of Streets** – Responsible for analyzing and calibrating the Allegheny Avenue and Academy Road corridors using Synchro, optimizing the corridor signal timings and offsets to reduce delay and travel time, and writing the report that summarizes the existing and proposed conditions. She is also responsible for analysis, data collection, and data management of travel time and delay studies conducted to compare conditions before and after traffic signal retiming. KMJ was responsible for developing updated traffic signal timings for 21 intersections on Allegheny Avenue, 10 intersections on Rhawn Street and 23 intersections on Academy Road. The City’s objective is to improve traffic flow while providing for appropriate pedestrian clearance, yellow, and all-red times. Retiming traffic signals is one of the most cost-effective ways to improve traffic flow, increase capacity, and reduce congestion. (2013-2015)

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- **City of Philadelphia Traffic Operations and ITS (TOITS), Bustleton Avenue South, City of Philadelphia Department of the Streets** – Responsible for traffic signal design, equipment placement, pavement markings, and signs on the drawings. The City of Philadelphia Department of Streets sought to identify, plan, design and construct improvements to make streets and intersections safer for all roadway users. This program is the design and implementation of traffic signal and operational safety improvements along several corridors in the City of Philadelphia through a federal TIGER 3 Grant. KMJ was also responsible for preparing the safety review report for the entire Bustleton Avenue South corridor along with preliminary and final design plans for 11 signalized intersections. This fast-tracked effort required significant coordination between and among the team as well as across projects being completed for different city departments to ensure a seamless design and implementation. (2013)
- **City of Philadelphia Citywide Traffic Signal Retiming Initiative, City of Philadelphia Department of Streets** – Responsible for analyzing the Chestnut Street corridor using Synchro, optimizing the corridor signal timings and offsets to reduce delay and travel time, and writing the report that summarized the existing and proposed conditions. She was also responsible for analysis, data collection, and data management of travel time and delay studies conducted to compare conditions before and after traffic signal retiming. The City of Philadelphia sought to improve mobility and the flow of traffic along 21 major corridors within the City. Signal retiming remains as one of the most cost-effective ways to improve traffic flow, increase capacity, and reduce congestion. (2011-2014)
- **Pennsylvania Department of Transportation District 6-0 E01381/E03106 RTMC Support Services**– Project Manager responsible for the development and conduct of the traffic signal operations training and the VPP Suite performance measures tools training. As part of a multi-disciplinary team, KMJ’s Traffic Management Center (TMC) Technicians staff the District 6-0 Regional TMC. The TMC technicians monitor and operate the District 6-0 ITS Components, such as CCTV, DMS, incident management, ramp metering, and travel times to effectively and efficiently manage the roadway network. KMJ provides ongoing training to the TMC technicians as part of this contract. The technicians have been instructed by KMJ on basic traffic signal operations including components and, timing, and software to enrich their understanding of traffic flow and allow them to better perform their tasks at the TMC. In conjunction, KMJ provided training on seven different types of traffic signal software used to communicate with hundreds of traffic signals throughout District 6-0. The technicians currently use the software in coordination with the District Traffic Signal Supervisors to monitor communication and check timings and phasing on District 6-0 traffic signals. KMJ also provides training to the TMC technicians on the VPP Suite performance measures tools. Technicians are provided with a detailed explanation on each of the tools and then guided through hands-on instruction as to how the tools can expand their use of the systems within the TMC for PennDOT’s benefit. (2008-2018)
- **River Avenue Improvement Initiative, Camden County, NJ** - Project Manager responsible for overseeing the data collection, conducting the traffic signal analyses and developing the new traffic signal timings along River Avenue. The Coopers Ferry Development Association initiated a signal retiming study for River Avenue in Camden, New Jersey, in response to resident complaints. This corridor is used by motorists as an alternative to NJ Route 130 in Pennsauken Township, New Jersey. Traffic signal retiming was identified as a way to discourage use of the River Avenue corridor by heavy vehicles while maintaining intra-neighborhood travel times. As part of this project, KMJ determined the new traffic signal timings along the River Avenue, in compliance with the current general practices, rules and guidelines followed by Camden County, New Jersey. (2015)

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- **Pennsylvania Turnpike Commission, Transportation Operations and ITS Open End** - Project Engineer contributing toward the development of DMS training services for PTC Traffic Operations Center (TOC) operators. KMJ worked with AECOM, PTC and Daktronics to create a training program which included step-by-step instructions on operation of the different types of DMS devices utilized by the PTC. (2016)
- **Pennsylvania Turnpike Commission, GCE Contract No. 4400003106** - Project Engineer contributing toward the development of the 2015 ITS Long-range Plan Update including reviewing past reports, investigating ITS opportunities and preparing the document with input and coordination from the PTC and the General Consulting Engineer. The Pennsylvania Turnpike (PTC) opened in 1940 as the Nation's first toll road. KMJ is providing support to the ITS/Traffic Section of the PTC and has updated its ITS Long-Range Plan to include future-looking initiatives such as, connected and automated vehicles, road weather systems, work zones and enhanced situational awareness. These future initiatives will be phased in through the Capital Planning and other processes. The Long-range Plan Update is one of several plans that will be rolled into the Transportation Systems Management and Operations (TSMO) Plan. KMJ is also planning and facilitating a series of Peer-to-Peer webcasts with other toll agencies to share/exchange information on pertinent topics. These webcasts give agencies an opportunity to convey information and exchange ideas to improve operations. In addition, KMJ jointly facilitated the Operations Technology committee for the Infrastructure Preservation strategic planning effort in 2001-2014. KMJ also contributed to the National Best Practices report prepared in 2013; summarizing interviews from toll agencies around the country and identifying best practices for the Pennsylvania Turnpike Commission to consider. (2012-2020)
- **Pennsylvania Department of Transportation E02542 Roundabout Support, Lancaster, Lehigh, Berks and Northampton Counties** –Project Manager for this pilot study, which tasks included identifying roadway locations in Lancaster County with congestion issues, crash history, and other safety concerns. The identified locations were ranked based on the Equivalent Property Damage Only (EPDO) value, similar to the process PennDOT District 8-0 uses to evaluate intersection improvements under the Safety Improvement Plan. Each identified intersection and corridor was then ranked based on the crash history, average daily traffic, congested corridors, posted speed limits, existing grades, existing intersection controls, potential for displacements, and the presence of 4(f) properties. Findings were summarized and presented in the “Lancaster County Roundabout Pilot Study” report. (2013-2015)
- **City of Philadelphia On-Call ADA Design & Construction, City of Philadelphia Department of Streets** – Responsible for conducting as-built field reviews of 83 curb ramps throughout the City of Philadelphia. Measurements and photographs of the ramps were taken in the field and data was input into PennDOT's CS-4401 form. In addition, a Quality Control (QC) checklist was also completed for each ramp noting general conditions, pedestrian access route, ponding, triangular landing area, detectable warning surface, cheek wall, step & handrail, and on-street parking. Summary sheets for each work order were created indicating the compliance status of each ramp (Acceptable or Ramps in Need of Repair/Reconstruction). (2013-2016)
- **City of Philadelphia Historic Street Condition Study, City of Philadelphia Department of Streets** – Responsible for assessing current Historic Street conditions of over 500 blocks throughout the city, which was identified and last completed in a 1999 Inventory. Responsibilities included field verification of each block and included existing dimensions/conditions, measurement of roadway issues (depressed roadway, block/brick missing, patching areas, and inconsistent material), and

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photographs. Created a spreadsheet which summarized all field work data obtained. Each block was given a rating based on five criteria and assigned a numerical value; the higher the score, the lower the integrity of the block. The rankings were able to be sorted by planning district, council district, etc. to assist DOS in its prioritizing and budgeting process. (2015)

- **ITS Program Management, Administrative and Technical Support for the I-95 Corridor Coalition** – Contributor toward technical and logistics support to the I-95 Corridor Coalition Traveler Information Program Track staff and members. This assignment involves technical expertise and leadership as well as the ability to clearly communicate complex concepts. As part of the program track support, KMJ conducts meetings/webcasts to bring member agencies together to discuss pertinent travel information topics. Through these meetings members have the opportunity to share relevant information and exchange ideas. KMJ has also developed and conducted several special workshops for coalition members in various cities and venues. Topics for these workshops have included traveler information, weather, emergency services, use of social media and other related topics. Each workshop has attracted more than 100 participants from all over the world. KMJ communicates with the agency representatives to ascertain the status of their programs, their agency needs and programmatic goals. The agencies include DOTs, transit agencies, port authorities and other quasi-governmental organizations throughout the nation. (2004-2019)
- **I-95 Corridor Coalition Program Management, Administrative and Technical Support for the Vehicle Probe Project** – Responsible for coordinating with the coalition, data providers, validation team, and UMD contract/funding staff to facilitate information exchange and collaboration regarding the Vehicle Probe Project. Provides support to the VPP validation team by reviewing, and editing the monthly validation reports. KMJ provides support to the VPP Management Team through regular webcasts and coordination to ensure that issues are being identified and addressed in a timely fashion. KMJ supports the validation team by reviewing, and editing the validation reports. Assists the VPP Suite User Group comprised of DOTs and MPOs actively using the performance measures tools through webcasts and coordination. Worked with the Suite developers and users to identify new features that would best serve the members. KMJ guides these reports through the approval process and provides the information to the agency members of the VPP Team. KMJ organizes and conducts quarterly webcasts for the member agencies using the VPP data to keep the apprised of important project issues and provide a forum for exchange related to agency use of the data. (2004-2019)
- **Montgomery County Planning Commission PA 100 Controlled Access & Future Growth Study** – Provided coordination for the stakeholder involvement through the conduct of various meetings during this access/growth study. KMJ planned and conducted a charrette to identify traffic, access, and safety issues from the public officials and stakeholders in the area; and, an open house to review alternatives and study findings with the public, as well as plan for and conduct a final presentation to adopt the results of the final report. (2013)
- **Pennsylvania Department of Transportation District 6-0 E02033 Bucks & Montgomery Land Use Study**– Responsible for conducting intersection analysis for intersections initially identified in Phase 1 of project. She assisted in creating intersection summaries outlining identified issues and analyzed crash data to determine trends. She also analyzed (volume and speed) data to determine low cost/short term along with moderate cost/mid-term improvements. The findings were summarized and improvements were outlined and illustrated graphically. (2013-2014)

- **Delaware Department of Transportation Traffic Impact Study Services (Agreements 1528, 1654-1655 & 1773-1774)** – Project Manager responsible for performing reviews of completed traffic impact studies throughout the state of Delaware. This work includes data collection, field verification of intersections, development/review of current and projected traffic volumes, and analysis/review of existing and future traffic conditions both with and without the proposed site to identify potential impacts as a result of the development. In-depth investigations of the Synchro and/or HCS analyses will also be completed by KMJ staff to ensure proper modeling of the traffic operations. A list of recommendations is developed for the Final TIS review letter. (2013-2019)
- **Winter Weather Response Plan, City of Philadelphia Department of Streets** – Assisted with facilitation efforts and preparations for focus groups with staff, and stakeholder and external partner interviews to understand available technology and state-of the-practice methods for snow removal, including chemical treatment, equipment, situational awareness and technology. The City of Philadelphia (COP) Department of Streets was re-examining its winter weather operations, including use of and application of chemical product, technology to gain situational awareness, and overall efficiency in its operations. The COP sought short term and long term high level recommendations to upgrade the City’s Winter Weather Response system. (2015)
- **City of Philadelphia On-Call Signal Integration Project, City of Philadelphia Department of Streets** – Assisted with the creation of intersection graphics for the KITS software, which is the advanced transportation management software used by the City of Philadelphia, Streets Department. The City of Philadelphia Department of Streets seeks to integrate its existing signal system and implement an expanded Advanced Traffic Management System (ATMS). KMJ has developed and deployed a consistent, repeatable and fail-safe process to produce intersection graphics and representative phasing movements for each intersection. This consistent process-driven approach will save the City money and provide a top-quality product. (2012-2014)
- **New Jersey Department of Transportation Route 1 Left Turn Restrictions Travel Time Study** – Responsible for this travel time study for The New Jersey Department of Transportation (NJDOT), in an effort to increase throughput and reduce delays on Route 1 (just north of I-95), introduced restrictions on left turns at select signalized intersections in West Windsor, Mercer County NJ. As a result, travelers were directed to use alternate routes. Travel time data was collected using BlueTOAD™ Bluetooth™ devices along a total of 28 routes during the course of the project to measure the impact of the left-turn restrictions. (2012)
- **Pennsylvania Department of Transportation District 6-0 E01254/E02599 Traffic Signal / Safety Support** – Responsible for the traffic engineering analyses for the various project assignments. This Agreement involves assisting the District 6 Traffic Unit in performing traffic signal and associated work in the five counties in the District 6 region. Assigned tasks include the preparation of traffic signal permit drawings (both new permits and permit revisions), the preparation of traffic signal construction plans, as-built plans, traffic data collection and analysis, safety reviews, the preparation of interconnect/communication plans, coordinated signal system design, and additional consultation services on an as needed and assigned basis. (2011-2018)
- **Pennsylvania Department of Transportation E02300 BHSTE-ITS Open End Agreement WO#5 & WO#7** – Responsible for two work orders: WO#5 - Performance Measures and WO#7 - Congested Corridors Program. In the performance measures assignment, KMJ identified specific, attainable and relevant performance measures to be utilized by other transportation agencies to monitor and manage recurring and non-recurring congestion. In the Congested Corridors Program assignment, KMJ

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provided support to identify innovative and cost-effective solutions for congested corridors in Pennsylvania applicable to signal arterial corridors. (2011-2013)

- **Pennsylvania Department of Transportation District 6-0 E01271/E02948 ITS Open End** – Responsible for gathering signals system data from PennDOT District 6-0 to support the development of the “Traffic Operations and Signal Integration Overview Report.” This work order determined current conditions and future requirements of traffic signals, incident detection and ramp metering systems from a functional, operational and implementation perspective. KMJ was responsible for the traffic signals integration task and the overall development and publication of the report for District 6-0. (2011-2018)
- **Pennsylvania Department of Transportation E01258 BHSTE Open End Agreement for Various Engineering Services and Environmental Studies – WO#6 Capitol Complex Emergency Evacuation Plan** – Responsible for collection and assessment of the data (network geometry, location and size of existing parking facilities, number of lanes available during evacuation, etc.) and other supporting parameters required by VISSIM micro-simulation modeling tool in evaluating the efficiency and operability of the proposed Emergency Evacuation Plan for the Capitol Complex Area in Harrisburg, PA. Ms. Postlewaite assisted in post-modeling evaluation and interpretation of simulation results. Conclusions on the evaluation and the recommended improvements were presented in a report to PennDOT. (2012)
- **Pennsylvania Department of Transportation Districts 6 and 11 E01040 BHSTE Open End Agreement for Various ITS, Congestion Management, Traffic Engineering, and Incident Management Services – WO#10 Incident Response Plan Development, & WO#16 RCRS Detour Routes Assignment** – Responsible for Incident Response Plan (IRP) development and review for regional Transportation Management Centers in PennDOT Engineering District 6-0 and District 11-0. The IRP’s document the appropriate actions, ensure response consistency, and provide adequate guidance in the event that a neighboring district is required to assist in the incident management responsibilities. This agreement also included an RCRS (Road Condition Reporting System) Emergency Detour Route assignment. Ms. Postlewaite worked with PennDOT District 6-0 to transfer iDRuMs (Interactive Detour Route Mapping) created by DVRPC to the PennDOT RCRS (Road Condition Reporting System) to be used when incidents require closure of portions of major corridors in District 6-0. (2011-2012)
- **Gettysburg Commercial and Housing Development, Gettysburg, PA** – Responsible for conducting a Traffic Impact Study for millions of square feet of retail as well as thousands of housing units. The study led to a Point of Access Study at the interchange of Route 30 and Route 15 in Straban Township, Adams County. There were four alternatives for the interchange, including a SPUI. (2005-2007)
- **Point of Access Study at Sanatoga Interchange, Limerick, PA – Responsible for** conducting the Traffic Impact Study for a mixed-use retail/housing development adjacent to the Philadelphia Premium Outlets in Limerick Township, Montgomery County. In order to meet PennDOT requirements, a Point of Access study was required at the Sanatoga interchange on Route 422 to mitigate projected traffic in the area. (2009-2010)
- **West Marlborough Township Traffic Calming Study, Chester County, PA** – Conducted a Traffic Calming Study for state routes in West Marlborough Township, Chester County. Responsible for setting up and analyzing the data collection, analyzing crash data, determining which areas in the township needed traffic calming, and making recommendations. (2007-2008)

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- **Warrington Township Transportation Study, Warrington, PA** – Conducted a Transportation Study in Warrington Township, Bucks County in order to determine the types of future improvements that would be necessary on major arterials in the area, such as Route 611. The study was done in part to determine if a Traffic Impact Fee Study would be plausible in the township. The study consisted of over 40 intersections in Warrington Township. (2007-2009)
- **East Caln Township Connectivity and Mobility Study, Chester County, PA** – Sub-consultant on a Connectivity and Mobility Study in East Caln Township, Chester County to identify problems with transit facilities, pedestrian access and roadways during several site visits conducted in the township. Made recommendations to mitigate the issues. (2010)
- **Albert Einstein Healthcare Network, Albert Einstein Hospital, Montgomery County, PA** – Participated in the Traffic Impact Study for the hospital development in East Norriton Township, Montgomery County. Provided support to design teams in later phases of the project. (2008-2010)
- **Pennsylvania Department of Transportation Maintenance and Protection of Traffic for Route 476** – Responsible for conducting an analysis of the merge/diverge points on the freeway and the ramps for all phases of the project. (2010)