CRAIG HYMAN, PE

PRACTICE LEADER

19 YEARS
TOTAL EXPERIENCE

2.75 YEARS
WITH KCI

CERTIFICATIONS & REGISTRATIONS

PE / DE 19510 - Exp. 06/2024

PE / NC 044162 - Exp. 12/2022

PE / NJ 24GE05307300 - Exp. 04/2024

PE / SC 33734 - Exp. 06/2022

EDUCATION

BS Civil Engineering / The Pennsylvania State University - 2003

MEMBERSHIPS

ASHE

NCSITE

ACEC/NC

Mr. Hyman has over 19 years of practical traffic engineering experience. His current role is that of KCI's Traffic Engineering Practice Leader for North and South Carolina. His experience in traffic signal and electrical design, signal timing, capacity analysis, signing and pavement delineation plans, roadway lighting, and traffic data collection makes him a very well rounded engineer.

He has many years of Project Management experience on traffic related projects and feasibility studies.

PROJECT EXPERIENCE

South Carolina Department of Transportation, I-77 Panthers Interchange Design-Build - York County, SC. Traffic Engineering lead. The $45M project consists of a new full access interstate interchange at Eden Terrace & I-77 (between current Celanese & Dave Lyle exits), near mile marker 81. The KCI project team is responsible for engineering and environmental services. The traffic related items included signal and electrical design for 4 new intersections, coordinated signal timing plans, roadway lighting, ITS design, signing and pavement markings, analysis of the projected traffic and utility design to accommodate the new Carolina Panthers development. The proposed interchange will provide access from I-77 to the new One Carolina Drive connecting Paragon Way to the east and the Panthers development to the west. The project consists of construction of the interchange ramps, the crossing route, including the accompanying bridge over I-77.

HCA Corporate Real Estate, Angel Medical Center Traffic Impact Study - Franklin, NC. Project Manager. KCI analyzed the access plan and traffic impacts associated with the proposed relocation of a 30-bed hospital. The team conducted manual traffic counts and offered roadway improvement recommendations to accommodate new hospital traffic at three intersections.

City of Charlotte, Ashley Road/Freedom Drive/Tuckaseegee Road Intersection - Charlotte, NC. Traffic Engineer. The project included the advanced planning and preliminary design for improvements to the existing intersection system. The project extends from the Ashley Road/Tuckaseegee Road intersection, south of Freedom Drive to the Tuckaseegee Road/Triangle Drive intersection, north of Freedom Drive. KCI performed project management, project planning, public involvement, stakeholder coordination, roadway design, hydraulic design, natural resource evaluations and Level A SUE.

South Carolina Department of Transportation, I-95 Corridor Improvement from GA State Line to US 278 (Exit 8) - Jasper County, SC. Traffic lead. The project consists of widening the first eight miles of I-95 at the Georgia border from four to six lanes, with a future eight-lane capacity for mainline bridges. The first phase will include all efforts needed to successfully acquire the appropriate National Environmental Policy Act (NEPA) document and complete right-of-way plans. The second phase will include all efforts needed to develop the project through construction.

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South Carolina Department of Transportation, US 278 Corridor Improvements - Beaufort County, SC. Traffic Engineer. This project consists of improvements to the US 278 corridor between Bluffton and Hilton Head Island, from Moss Creek Drive to Spanish Wells Road. The US 278 corridor is the sole access on and off Hilton Head Island and is considered one of the most congested corridors in the state. The KCI team is currently performing studies to increase capacity, which will have secondary improvements to overall mobility, congestion, and safety. The KCI team is providing all necessary services to obtain an Environmental Assessment (EA) document from Federal Highways and the SCDOT that will allow for strategic improvements to the corridor. This effort requires an extensive public involvement plan with many hand-on events, web site development, social media creation and community meetings. The eastbound Mackay Creek Bridge, which crosses the Intracoastal Waterway, is structurally deficient and would be replaced. Access to Pinckney Island National Wildlife Refuge and the C.C. Haigh, Jr. boat ramp would be improved, as well.

North Carolina Department of Transportation, Feasibility Studies (2019-2022) - Various Locations, NC. Project Manager. For all projects below, the design team completed or is in the process of completing the Express Design and Project Scoping Report submittals in accordance with the *NCDOT Feasibility Studies Unit/ Central Corridor Development Unit Express Design Evaluation & Project Scoping Process Guidance* documentation, including initial data collection, documentation of design assumptions, draft conceptual layout, environmental mapping, traffic forecast request, conceptual maintenance of traffic narrative, final conceptual design, right-of-way estimate documentation, utility estimate documentation, construction estimate documentation, Express Design Evaluation Summary, submittal of MicroStation files, preliminary mapping limits, and communication logs.

KCI performed the following NC Feasibility Studies:

North Carolina Department of Transportation, SR 1106 (Morrattock Road) from SR 1100 (Long Ridge Road) to NC 32 South (H170944) - Plymouth, NC. Project Manager. This project is located in Washington County, Division 1, near Plymouth. This project proposed to widen SR 1106 for approximately 2.8 miles from a 2-lane, 20-foot wide undivided typical section to a 2-lane undivided typical section with paved bicycle-compatible shoulders (NCDOT Typical Section "2A") with the use of symmetric widening. The existing geometry was compared to AASHTO A Policy on Geomteric Design of Highways and Streets 2011 criteria and improvements were proposed in deficient areas. To provide better access to the Plymouth Municipal Airport, SR 1106 was proposed to be realigned at the eastern terminus to create a 4-way intersection with NC 45 at NC 32. Access was then created to the bypassed alignment of SR 1106 to maintain access for property owners. Improvements were also proposed at a railroad crossing.

North Carolina Department of Transportation, SR 1200 (Stantonsburg Road) from SR 1204 (B's Barbeque Road) to NC 11 (Memorial Drive) (H170442) - Greenville, NC. Project Manager. This project is located in Pitt County, Division 2, near Greenville. This project proposed to reconfigure an existing 5-lane undivided typical section to a 4-lane divided typical section (NCDOT Typical Section "4G" Modified). This project was a gateway corridor to the City of Greenville and was heavily urbanized with several large, regional employers present. To minimizes right-of-way impacts, the proposed median was reduced to 13 feet and two options to accommodate bicycles and pedestrians were developed. Option 1 proposed to reconfigure SR 1200 for approximately 2.0 miles while utilizing a 10-foot wide shared use path and a 5-foot sidewalk in lieu of on-road bicycle lanes. Option 2 proposed to reconfigure SR 1200 for approximately 2.0 miles utilizing on-road bicycle lanes with 5-foot sidewalks.

Van Pala Used Car Site - Angier, NC. Project Manager. KCI provided site plan development, survey and traffic analysis for a new used car lot facitlity.

EXPERIENCE PRIOR TO KCI

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North Carolina Department of Transportation, U-5941 US 264 Alt Corridor Improvements (Airport Blvd to Ensworth Rd) - Wilson, NC. Traffic Engineer. Mr. Hyman led the traffic engineering effort for 1.2-miles of intersection improvements in Wilson County, North Carolina. Tasked with finding intersection improvements throughout the study area. Synchro/Sim Traffic Analyses were performed to verify signal timings for the corridor, optimization of those timings, lane additions for through and turning movements as needed. Authored a congestion management report (CMR) to display the findings.

Trinity-Apex Investments, Mixed-Use Traffic Impact Analysis (TIA) Update - Apex, NC. Project Manager. Mr. Hyman was the Project Manager for professional consulting engineering services to Trinity Apex Investments by preparing an update to the Trinity Apex Mixed-Use TIA, based on a new site plan in Apex, North Carolina. The scope of work included a fourth revision of the original TIA submission. Tasks included participating in discussions with the Town of Apex and NCDOT Congestion Management. The TIA was to be revised only to address the proposed development that is known to be built and speculative developments adjacent from the project were removed from the analysis. Also coordinated to have new traffic counts performed to ensure the most current data was analyzed per NCDOT's request.

Triple Net Properties, LLC, Queue Analysis for Proposed Harbor Freight - Wilson, NE. Project Manager. As Project Manager, Mr. Hyman was responsible for preparation of a Queue Analysis memo based on the site plan as provided by Vanguard Property Group, an Investment Management Company, working on a development project along US 264 (Between Wolf Trap Drive and Forest Hills Road), Wilson, NC. The Queue Analysis memo is being developed for NCDOT Division 4. The project consisted of trip generation and distribution, design year traffic projections, capacity analysis, access analysis & turn lane needs and a technical memo.

Gate City Boulevard Utility Relocation, Conceptual Streetscape Design/Pedestrian Crossing Study - Greensboro, NC. Project Manager. As Project Manager, Mr. Hyman was responsible for coordinating the efforts of three subconsultants, as well as schedule and budget, and coordination between several stakeholders. This project consisted for a 1.8 mile corridor study that included a utility relocation study, conceptual streetscape design and a pedestrian crossing study.

North Carolina Department of Transportation, SR 1219 (Ireland Drive) from SR 1141 (Cumberland Road) to U.S. Route 401 (Raeford Road) - Fayetteville, NC. Deputy Project Manager. As Deputy Project Manager, Mr. Hyman was responsible for a feasibility study analysis to widen SR 1219 (Ireland Drive) to 4 lanes (was a 2-lane section with varying sections of left turn lanes and two way left turn lanes). The scope of the project was to design a 4-lane section that would improve the current level of service and capacity. Assisted with design of proposed cross-section, construction limits, right-of-way (ROW) limits, aerial and underground utility impacts, environmental impacts, high level traffic analysis and construction quantity estimates.

North Carolina Department of Transportation, US 70 at NC Route 258 - Kinston, NC. Deputy Project Manager. As Deputy Project Manager, Mr. Hyman was responsible for feasibility study analysis to improve the operations at US 70 and NC 258 with the assumption that the Kinston Bypass would be constructed. The scope of the project was to analyze several alternatives and through several coordination meetings with NCDOT, narrow the selection to 1 or 2 alternatives, not inclusive of the no-build option. Designed five alternatives that consisted of: Grade separated intersection with four-square loops, grade separated intersection with two-square loops, a diamond interchange option, a superstreet option and finally any improvements needed with the existing at-grade intersection. Assisted with design of proposed cross-section, construction limits, ROW limits, environmental

impacts, low to medium level traffic analysis and construction quantity estimates were designed/compiled for each alternative that made it past the initial screening phase.

North Carolina Department of Transportation, Westgate Road (SR 1837) from east of U.S. Route (US 70) to Leesville Road (SR 1822) - Raleigh, NC. Deputy Traffic Lead. As Deputy Traffic Lead, Mr. Hyman was tasked with providing a conceptual design for the two eastbound lanes along a new alignment of Westgate Road between Westgate Park Drive and Ebenezer Church Road. Project involved a feasibility study analysis to evaluate the realignment and widening of Westgate Road (SR 1837) from east of US 70 (Glenwood Avenue) to Leesville Road (SR 1822) in the City of Raleigh, North Carolina. The project length is 2.33-miles over rolling terrain. The posted speed limit is 45mph. The proposed widening requires the existing 2-lane sections of Westgate Road to be converted into 4-lane sections. The purpose and need for the proposed Westgate Road widening was to reduce congestion and improve safety for motorists, pedestrians and bicyclists

New Jersey Department of Transportation, Pavement Resurfacing Project, NJ Route 23 (NJ 23), Bloomfield Avenue to Bridge Over NJ Transit, Mile - Essex, NJ. Traffic Lead. Project included a pavement surface rehabilitation to improve the service life of the roadway, provide Americans with Disabilities (ADA) compliance, provide safety improvements where feasible, and upgrade the signalized intersections along the corridor. The scope of work included milling and resurfacing of 5-miles of NJ 23 within the project limits. Additionally, numerous striping enhancements were designed to implement a road diet along portions of NJ 23. Outside shoulders were striped to help reduce high crash rates at identified locations. Exclusive left-turn lanes were also striped at intersections and driveways to help reduce crashes and congestion. Geometric and striping improvements were also proposed at several intersections to help improve traffic operations and safety. Performed traffic engineering final design tasks including intersection turning movement counts, traffic analysis, analysis of road diet implementation, design of traffic signal upgrades and electrical design, lighting design, and development of signal timing directives. The goal of the traffic signal redesign was to reuse any equipment that met the Manual on Uniform Traffic Control Devices (MUTCD) and NJDOT standards and upgrade any equipment that did not meet standards. Also completed the design of ADA curb ramps at the signalized intersections, AutoTURN analysis, design of ADA curb ramps, signing & striping, pavement design, guiderail design and drainage design. The project included the preparation of the full final design submission, as well as plans, specifications; and estimates (PS&E) submission including construction PS&E and schedule.

New Jersey Department of Transportation, NJ 70/38 to Cropwell Road Pavement Rehabilitation - Pennsauken, NJ. Traffic Lead. Project included a concrete pavement reconstruction, pavement resurfacing, and traffic signal upgrades along NJ 70 from NJ 38 (Milepost 0.0 (MP 0.0)) to Cropwell Road (MP 7.7). The majority of NJ 70 was milled and resurfaced, and full depth pavement reconstruction was designed for sections of roadway where the concrete pavement is in poor condition. Tasks included the design of traffic signal upgrades at 25-signalized intersections within the project limits. The redesign included upgrading the coordinated system to adaptive signal technology, bringing all traffic signal designs up to 2009 MUTCD and 2015 NJDOT design standards, ADA curb ramps and detectable warning surface current standards, video detection, pedestrian countdown signal heads and push buttons; replacement of substandard guiderail and curb, signing and delineation upgrades, access revisions, replacement of deteriorated sidewalk, and installation of new sidewalk to provide connectivity throughout the entire corridor. Also conducted traffic counts as part of a traffic count program, manual turning movement classification counts were conducted using automated traffic counting devices (electronic count boards), mainline counts were conducted using Automatic Traffic Recorders (ATRs), and global positioning system (GPS) data were collected for each ATR location.

Modifications and Upgrade, Riverside Drive and Clearview Road - Woodbridge Township, NJ. Traffic Designer. As Traffic Designer, Mr. Hyman was responsible for the design of the traffic signal and electrical plans for the final design submission. Mr. Hyman reviewed all preliminary traffic analyses and developed signal and pedestrian timings based on current standards. Mr. Hyman was also responsible for the development of contract plans, quantities, cost estimates and specifications.

New Jersey Department of Transportation, Roadway and Drainage System Rehabilitation, NJ Route 35 (NJ 35) Milepost 0 (MP 0) to MP 4 - Ocean County, NJ. Traffic Designer. As Traffic Designer, Mr. Hyman was responsible for the redesign of the signing, pavement markings, and signal design for MP 0 to MP 4. This project involved the rehabilitation of roadway and drainage systems for a 12-mile section of NJ 35. The pavement markings for the project included the tangent sections, lane delineation, entrance and exit ramps, bike lanes and shared lane markings. The pavement markings were designed in accordance with the 2009 MUTCD guidelines as well as NJDOT design standards. The signing for the project included the replacement of regulatory and warning signs in addition to the design of 33 guide signs (ground mounted, overhead and bridge mounted). The guide signs were designed for conventional and freeway applications using GuideSIGN software (ver. 6) and based on the design standards set forth in the 2009 MUTCD. Three traffic signals were designed to accommodate the revised roadway geometry and reconstruction of the roadway. The design included traffic signal foundation locations, signal head placement, underground conduit and wiring, video detection for approach actuation, service to the controller & meter cabinet and intersection lighting. Timings directives were derived in Synchro 8 to handle current and future traffic demand. A flashing pedestrian beacon was designed for a pedestrian crossing across a 4- lane section of NJ 35. Additionally, materials specified had to meet the requirements of the contract and any materials that were not specified in the contract must follow the accepted standards of American National Standards Institute (ANSI), National Electrical Manufacturers Association (NEMA), UL, National Electrical Code (NEC), Institute of Transportation Engineers (ITE), and ASTM International.

New Jersey Department of Transportation, Improvement Project, U.S. Route 130 (US 130) Brooklawn Circle - Brooklawn, NJ. Traffic Designer. As Traffic Designer, Mr. Hyman was responsible for the redesign of the signing and pavement markings to the approaches to and within the traffic circle as well as signal design for one intersection and a flashing beacon. The scope of work consisted of the resurfacing, striping and drainage improvements of the Brooklawn Circle as well as the realignment of Old Salem Pike and the installation of a traffic signal at this location. The pavement markings for the project included the tangent sections, lane delineation, entrance and exit ramps, and roundabout pavement markings for the circle. The pavement markings were designed in accordance with the 2009 MUTCD guidelines as well as NJDOT design standards. The signing for the project included the replacement of regulatory and warning signs in addition to the design of conventional roadway guide signs. The guide signs were designed for conventional and freeway applications using GuideSIGN software (ver. 6) and based on the design standards set forth in the 2009 MUTCD. One adaptive traffic signal and 1 flashing beacon were designed. The design included an adaptive traffic signal to be tied into an existing adaptive network using an adaptive controller and wireless networks to connect to the nearest hub fiber optic trunk line, signal foundation locations, signal head placement, underground conduit and wiring, adaptive video detection for approach actuation, service to the controller & meter cabinet and intersection lighting. A base timing directive was derived in Synchro 8 in case if an adaptive signal failure. Additionally, materials specified had to meet the requirements of the contract and any materials that were not specified in the contract must follow the accepted standards of American National Standards Institute (ANSI), National Electrical Manufacturers Association (NEMA), UL, National Electrical Code (NEC), Institute of Transportation Engineers (ITE), and ASTM International.

New Jersey Turnpike Authority, OPS No. T3365, Final Design and Environmental Permitting for Improvements to NJ Turnpike Interchange - Woolwich Township, NJ. Traffic Designer. Mr. Hyman was

responsible for the design of the pavement markings, signing, temporary and final signal design, electrical and lighting design. The scope of work included the reconstruction of the interchange and installation of a traffic signal at Interchange two of the New Jersey Turnpike. The pavement markings for the project included the tangent sections, lane delineation and entrance and exit ramps. The pavement markings were designed in accordance with the 2009 MUTCD guidelines as well as NJTA design standards. The signing for the project included the replacement of regulatory and warning signs in addition to the design of conventional roadway guide signs. The guide signs were designed for conventional and freeway applications using GuideSIGN software (ver. 6) and based on the design standards set forth in the 2009 MUTCD. One traffic signal and one temporary traffic signal were designed. The design included traffic signal foundation locations, overhead span wire placement, signal head placement, underground conduit and wiring, video detection for approach actuation, service to the controller and meter cabinet and intersection lighting. Timings directives were derived in Synchro 8 to handle current and future traffic demand. Additionally, materials specified had to meet the requirements of the contract and any materials that were not specified in the contract must follow the accepted standards of ANSI, NEMA, UL, NEC, ITE, and ASTM International.

New Jersey Department of Transportation, Intersection Concept Development Study NJ Route 38 and CR541 - Burlington County, NJ. Traffic Designer. As Traffic Designer, Mr. Hyman was responsible for the design of signing, striping and interim and final traffic design.

New Jersey Department of Transportation, Pavement Resurfacing and Reconstruction Concept Development Studies - Statewide Project Development - Various Locations, NJ. Traffic Engineer. This project included the identification of substandard design elements. Field visits were conducted to identify deteriorated curb sections, drainage deficiencies, guiderail and the need for sidewalks. Signalized intersections were observed to identify locations of missing curb ramps, pedestrian countdown signal heads and pushbuttons, image detection and crosswalks. Responsibilities included the development of plans depicting existing deficiencies and safety issues for the project corridors, preparation of proposed improvement plans depicting pavement recommendations, curb and guiderail upgrades, proposed sidewalk locations, ITS; improvements, and traffic signal improvements to meet ADA requirements; and preparing preliminary construction cost estimates. Also conducted local officials' meetings to present the proposed recommendations and prepare concept development reports. Projects completed under these term agreements included U.S. Route 30 (US 30) Milepost 36.4 (MP 36.4) to MP 50.8, US 70 MP 0.0 to MP 7.7, US 18 MP 35.4 to MP 39.5, and US 38 MP 0.0 to MP 6.1.

New Jersey Department of Transportation, Realignment and Striping Project, NJ Route 31 (NJ 31) and Flemington Circle - Flemington, NJ. Traffic Designer. Responsible for the redesign of the signing and pavement markings to the approaches to and within the traffic circle as well as signal design for one intersection and a flashing beacon. The pavement markings for the project included the tangent sections, lane delineation, entrance and exit ramps, and roundabout pavement markings for the circle. The pavement markings were designed in accordance with the 2009 MUTCD guidelines as well as NJDOT design standards. The signing for the project included the replacement of regulatory and warning signs in addition to the design of conventional roadway guide signs. The guide signs were designed for conventional and freeway applications using GuideSIGN software (ver. 6) and based on the design standards set forth in the 2009 MUTCD. One traffic signal and one flashing beacon were designed. The design included traffic signal foundation locations, signal head placement, underground conduit and wiring, video detection for approach actuation, service to the controller and meter cabinet and intersection lighting. Timing's directives were derived in Synchro 8 to handle current/future traffic demand. Additionally, materials specified had to meet the requirements of the contract and any materials that were not specified in the contract must follow the accepted standards of ANSI, NEMA, UL, NEC, ITE, and ASTM

International.

New Jersey Department of Transportation, NJ 70/Covered Bridge Road and NJ 70/Kingston Drive Feasibility Assessment Studies - Cherry Hill, NJ. Traffic Engineer. As Traffic Engineer, Mr. Hyman conducted traffic counts as part of a traffic count program for two signalized intersections along NJ 70 in Cherry Hill Township, New Jersey. Manual turning movement classification counts were conducted using automated traffic counting devices (electronic count boards).

New Jersey Department of Transportation, Reconstruction of Egg Harbor Road CR630 - Flemington, NJ. Traffic Designer. As traffic designer, Mr. Hyman was responsible for design of signing, striping, interim and final traffic signal, and electrical design for the Egg Harbor Road and three intersections within the project limits.

New Jersey Department of Transportation, Rehabilitation, Grading, Paving, and Structure for I-295 - Camden County, NJ. Traffic Engineer. As Traffic Designer, Mr. Hyman assisted Project Engineer with development of Maintenance and Protection of Traffic (MPT) plans for several projects.

New Jersey Department of Transportation, Traffic Signal Improvement Project for NJ Route 27 - Highland Park, NJ. Traffic Designer. As Traffic Designer, Mr. Hyman was responsible for the redesign of the signing, pavement markings, and signal design. The scope of the project included the resurfacing of approximately 1 mile of MD 27 in Highland Park and the redesign of 9-signalized intersections. The pavement markings included the tangent sections and lane delineation. The pavement markings were designed in accordance with the 2009 MUTCD guidelines as well as NJDOT design standards. The signing for the project included the replacement of regulatory and warning signs. The sign design was based on the design standards set forth in the 2009 MUTCD as well as NJDOT design standards. Nine traffic signals were designed that included traffic signal foundation locations, signal head placement, underground conduit and wiring, video detection for approach actuation, service to the controller and meter cabinet and intersection lighting. Timing's directives were derived in Synchro 8 to handle current and future traffic demand. Additionally, materials specified had to meet the requirements of the contract and any materials that were not specified in the contract must follow the accepted standards of ANSI, NEMA, UL, NEC, ITE, and ASTM International

New Jersey Department of Transportation, Camden Central Gateway Improvement Project - Camden, NJ. Traffic Designer. As Traffic Designer, Mr. Hyman was responsible for the final design of traffic signals, electrical plans, traffic signal timing, signing and striping for seven intersections within Camden Central Gateway. He also provided engineering support during interim and final signal turn-on.

New Jersey Department of Transportation, NJ Route 47/347 and NJ 49/50 Corridor Enhancements Intelligent Transportation Systems Cape May, NJ. Traffic Designer. As Traffic Designer, Mr. Hyman was responsible for assisting the lead engineer with the concept development study to alleviate summer traffic congestion along the NJ 47/347 and NJ 49/50 corridors without adding roadway capacity and to provide ITS devices to assist with emergency management and congestion mitigation. Proposed improvements include nine DMS, three CCTV cameras, travel time readers and 1 controlled traffic signal system. Responsibilities included the identification and analysis of the ITS device locations (including utility, environmental and ROW impacts), DMS sign size, communication type, and DMS sign foundation type (e.g., ground-mounted or overhead sign structure). Developed conceptual plans depicting the ITS devices, proposed controller and junction box locations, and connections to adjacent utilities. Identified links between proposed DMS signs and CCTVs as well as links between

the proposed ITS devices and existing CCTVs and DMS signs; identified breakout projects and developed preliminary construction cost estimates, and prepared the concept development report.

New Jersey Department of Transportation, Mast Arm Signing Improvement Project - Central Region, NJ. Task Manager. As Task Manager, Mr. Hyman was responsible for NJDOT Master Arm Sign Assessment Agreement. Responsibilities included all aspects of the project including technical work, staffing supervision, quality assurance/quality control (QA/QC), invoicing, and client interaction.

New Jersey Department of Transportation, NJ 29/Washington Crossing Road Intersection Improvement Project - Hopewell Township, NJ. Task Manager. As Task Manager, Mr. Hyman was responsible for the NJ 29/Washington Crossing Road feasibility assessment project. The scope of work included analysis of existing and future conditions, development and analysis of alternatives, and development of a sign clutter remediation plan.

New Jersey Department of Transportation, I-295/NJ Route 38 Interchange Concept Development Study - Mount Laurel, NJ. Traffic Engineer. As Traffic Engineer, Mr. Hyman conducted traffic counts as part of a traffic count program for multiple intersections and ramps and several mainline locations. Manual turning movement classification counts were conducted using automated traffic counting devices (electronic count boards). Mainline counts were conducted using ATRs and GPS data was collected for each ATR location

New Jersey Department of Transportation, I-78 Interchange 15 Alternate Access, Project Scoping - Hunterdon County, NJ. Traffic Engineer. As Traffic Engineer, Mr. Hyman assisted with the coordination of a traffic count program in conjunction with an origin-destination survey at I-78 Interchanges 12 and 15. Responsibilities included coordination of manual turning movement classification counts with a Post-It™ note O-D survey at several locations in the vicinity of Interchanges 12 and 15. Results of the O-D survey and traffic counts were utilized to determine the need for an alternate access roadway between the interchanges. Completed traffic simulations of existing and proposed conditions for the entire project area between Interchanges 12 and 15 using Synchro/SimTraffic. Utilized the traffic simulations to perform travel time and delay estimates to compare existing conditions to proposed alternatives. Also completed traffic analysis for several unsignalized and signalized intersections. Prepared traffic memorandum summarizing the results of the traffic simulation and analysis efforts.