

Ryan D. Barth, P.E., PMP

Project Manager
Principal

Ryan is a civil engineer and project manager with more than 17 years of experience on a variety of transportation projects for the State Highway Administration (SHA), Maryland Transit Administration (MTA), and county/municipal authorities. He also has experience in site design for land and mixed-use development projects and for railroad ROW, including the design of corridor, track, utility, and grade crossing improvements. Ryan's responsibilities have included field investigations, developing contract documents and cost estimates, providing document review, and project management. He is particularly knowledgeable about the specifications required to comply with ADA and other accessibility requirements and has been responsible for the design of ADA-compliant ramps and associated signing and pavement markings. In February 2014, Engineering News-Record selected Ryan as one of its top 20 professionals under age 40 in the Mid-Atlantic region.

Project Experience

TRANSIT

MTA AE-19-001A On-Call Architectural and Engineering Services

Providing project management oversight services for the STV work orders within the Contract. Responsibilities include QMP development, development and tracking budget and invoicing. DBE participation, subconsultant coordination, design schedule development and contract deliverable oversight. Ryan is providing these services for the MARC Bayview Infill Station concept and preliminary engineering which includes survey, utility designation, stakeholder coordination, metes and bounds development, traffic analysis, ballast track relocation, architectural programming and station design, structural pedestrian bridge, civil/site park and ride lot improvements, ADA improvements, utility investigation and design, environmental assessment, catenary and signal and systems relocation. Overseeing with existing condition assessment, freight and passenger rail coordination (Amtrak and Norfolk Southern), MDOT MTA and MARC coordination, and development of the planning and preliminary engineering documents which include a concept report, legislative memorandum, plans, specifications, engineers' estimate and construction schedule.

MTA MARC Riverside Heavy Maintenance Building, CMAR–

Providing project management services for the design and construction of the MARC Riverside Heavy Maintenance Building. Services include planning, preliminary and final engineering design, and construction management services for the facility located in the MARC Riverside Yard. The proposed

Employee No.

03496

Department No.

065

Office Location

Owings Mills, MD

Date joined firm

5/22/06

Years with other firms

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Education

Master of Engineering Management; Pennsylvania State University (2014)

Bachelor of Science, Civil Engineering; Pennsylvania State University (2006)

Professional

Registrations

Professional Engineer: Maryland (2011/#40818/exp. 6/21/25)

Certifications

Project Management Professional; Project Management Institute (PMI (2024/#3781463/exp. 2/28/27)

Training

Amtrak Contractor Safety and Security Training

Standard First Aid Training (7/20/13)

OSHA Confined Space Course (10/1/08)

SHA Temporary Traffic Control Manager's Training

Memberships

American Society of Highway Engineers (ASHE)
American Council of Engineering Companies (ACEC)

enhancements include a new sustainable 30,000-square-foot building that will house a drop table, wheel truing machine, applicable MEP, storage and office space, track relocation (embedded and ballast), site improvements (grading, parking lot, utilities, lighting, signing and pavement markings, landscape, ADA), and stormwater management facility. Mr. Barth managed subconsultant coordination for utility designation, topographic survey, metes and bounds and ROW acquisition support, geotechnical investigation and laboratory testing, and track design in addition to the STV design which included architecture, structural, civil, SWM E&SC, industrial, MEP, fire protection, communications, safety and security, utility, traffic, landscape, and corrosion control engineering. Mr. Barth managed the construction document preparation (contract plans, CSB, engineers estimate, design schedule), environmental permit, utility and railroad coordination and the CSX and Baltimore City Developer's Agreement approval process during the design. He is also managing the construction related services for the project, which includes progress meetings, site visits, factory visits, RFIs, Contractor Submittals, NCR's, commissioning support and site inspection. Mr. Barth manages the development of advance procurement equipment packages (RFPs and IFBs) for the wheel truing and drop table machine equipment and is providing coordination services during the manufacturing process of the equipment to make sure the equipment aligns with the proposed improvements of the facility. Following the 30% design submittal, MDOT MTA decided to pursue a CMAR preconstruction contract for the project. Mr. Barth managed the process for the STV team that included coordination with the Contractor during design and preconstruction, value engineering, risk register assessment evaluation, partnering meeting, GMP and construction schedule review and RFIs.

MDOT MTA Eastern Bus Division Redevelopment Project, CMAR–Responsible for managing the design and construction of the Eastern Bus Redevelopment project, which includes a 73,000 SF transportation and maintenance facility and a 145,000 SF bus storage and operations facility which will be used for MDOT MTA's ZEB bus procurement. Ryan is responsible for the civil engineering components of the project and manages the JV team responsible for the design, which includes preliminary and final engineering for architectural, structural, civil, traffic (signing and pavement markings, MOT, traffic signal, ITS), SWM E&SC, landscape, utility, ADA improvements, MEP, fire protection, communications, safety and security, landscape, geotechnical, environmental, LEED BD+C Silver certification, charging infrastructure, industrial engineering, topographic survey, ROW plat development. Ryan developed the QMP and PMP for the project, oversees the subconsultants and other AE-19-001 design firms working on the project, stakeholder and utility coordination (BGE, Verizon, MDOT MTA Bus Division, Baltimore City, MDTA), permitting through MDE, Baltimore City and MDTA, provides public outreach support and presentation material development, monitors scope/schedule/budget, and coordinating/resolving project issues. Ryan manages the CMAR preconstruction services which include long lead items, risk register, value engineering, construction schedule and GMP estimate development.

MTA 19-003D Open-End Trackwork Engineering - Project Manager

Managing engineering services for the design of track projects as part of a 5-year, \$7 million contract with MTA on an as-needed basis. The scope of work includes preparing and revising contract documents, performing inspections, managing projects, assessing track performance, and evaluating maintenance criteria. Ryan managed technical services necessary for track projects, including the preparation of contract documents for Metro and light rail rehabilitations, freight and light rail grade crossing replacements, and light rail grade crossing slab jacking. He also oversaw the development of inspection reports, engineer's estimates, construction schedules and construction management, and is overseeing the preparation of bid documents, which include ancillary, maintenance, and capital projects. Ryan provided emergency services at the intersection of Howard Street and Lexington Street when a sinkhole was discovered under the embedded track slab. Services included coordination with Baltimore City, utility inspection review, remediation recommendations, and structural repair of the embedded track.

MTA-1368A PMO and Engineering Consultant Services - Project Manager

Overseeing this \$10 million program that encompasses new mass transit initiative projects, as well as engineering services for system preservation and enhancements at existing MTA facilities. Tasks have included 30% design plans for the MARC Riverside Heavy Maintenance Building; program management for MTA track, structures, and bus; construction management support; structural inspection and design; environmental permitting; and public outreach. Ryan managed the planning development of the Howard Street light rail including surveying, track relocation, pavement rehabilitation, utilities, alternative analysis, catenary plans, right of way impact investigation, public outreach, FTA grant review, and stakeholder coordination. In addition, a geophysical (GPR) investigation and test pits were performed to identify potential voids under the light rail embedded track slab. He is overseeing the development of final deliverables including plans, engineer's estimate, concept report, design and construction schedules, and subsurface report. The schedule identified long lead times for material procurement. Ryan is managing on-site program management support staff within MTA who are providing supervisory and project management services for the agency's track and structures, light rail, construction management, and bus fleet management.

MTA-1265B Purple Line GEC - Project Manager

Prepared preliminary engineering contract documents for the \$2.5 billion Purple Line light rail project in Montgomery and Prince George's counties, MD. Ryan is overseeing vertical and horizontal alignments along SHA and county roadways that are affected by the light rail. He is revising intersection geometries, developing typical sections, conducting value engineering studies, generating cost estimates throughout the 16-mile corridor, overseeing internal QA/QC, and developing the parking impact and preliminary hazard analysis exhibits for risk analysis. In addition, Ryan is coordinating highway and ROW design among the design team, survey team, Purple Line PMC, and SHA Plats and Survey's division ROW acquisition. He is supporting the preparation of the P3 basis of design report and technical provisions used to create the request

for proposal, review of P3 technical submittals, community and stakeholder outreach, and review of P3 bidder alternative technical concepts. After the P3 contractor left, Ryan oversaw the development of highway, station, yard and TPSS site quantities for the corridor to document work that was already completed for the new design team-build team procurement.