Torres Rojas, Genara FOI#14936

From: agarrahan@gpinet.com
Sent: Tuesday, May 20, 2014 4:20 PM
To: Duffy, Daniel
Cc: Torres Rojas, Genara; Van Duyne, Sheree; American, Heavyn-Leigh
Subject: Freedom of Information Online Request Form

Information:

First Name: Anita
Last Name: Garrahan
Company: Greenman-Pedersen, Inc.
Mailing Address 1: 325 West Main Street
Mailing Address 2:
City: Babylon
State: NY
Zip Code: 11702
Email Address: agarrahan@gpinet.com
Phone: 631-587-5060
Required copies of the records: Yes

List of specific record(s):
Winning proposal from Parsons Brinckerhoff for the U.S. Route 1 9 and I-278 Interchange Ramps on an As-Needed Basis, RFP No. 33799

THE PORT AUTHORITY OF NY & NJ

FOI Administrator

June 10, 2014

Ms. Anita Garrahan
Greenman-Pedesen, Inc.
325 West Main Street
Babylon, NY 11702

Re: Freedom of Information Reference No. 14936

Dear Ms. Garrahan:

This is in response to your May 20, 2014 request, which has been processed under the Port Authority's Freedom of Information Code (the "Code",) for a copy of the "Winning proposal from Parsons Brinckerhoff for the U.S. Route 1 9 and I-278 Interchange Ramps on an As-Needed Basis, RFP No. 33799."

Material responsive to your request and available under the Code can be found on the Port Authority's website at http://www.panynj.gov/corporate-information/foi/14936-C.pdf. Paper copies of the available records are available upon request.

Certain material responsive to your request is exempt from disclosure pursuant to exemptions (1) and (4) of the Code.

Please refer to the above FOI reference number in any future correspondence relating to your request.

Very truly yours,

Daniel D. Duffy
FOI Administrator

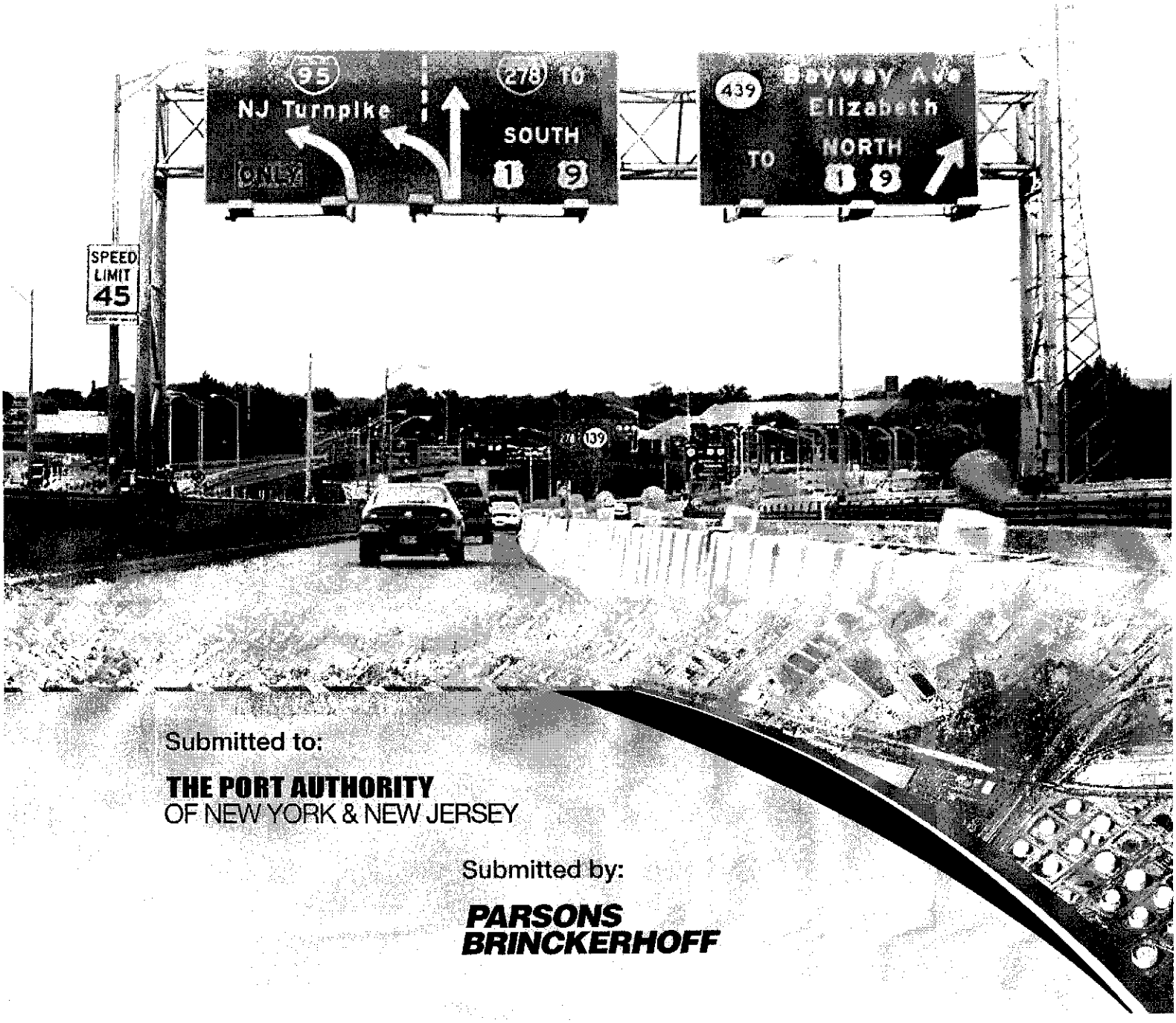
225 Park Avenue South, 17th Floor
New York, NY 10003
T: 212 435 3642
F: 212 435 7555

Proposal to Provide

Expert Professional Conceptual Design and Related Environmental Services for US Route 1&9 and Interstate I-278 Interchange Ramps on an As-Needed Basis

RFP #33799

July 2013



Submitted to:

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Submitted by:

PARSONS BRINCKERHOFF

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PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR US ROUTE 1 & 9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

ATTACHMENT B

AGREEMENT ON TERMS OF DISCUSSION

The Port Authority's receipt or discussion of any information (including information contained in any proposal, vendor qualification, ideas, models, drawings, or other material communicated or exhibited by us or on our behalf) shall not impose any obligations whatsoever on the Port Authority or entitle us to any compensation therefor (except to the extent specifically provided in such written agreement, if any, as may be entered into between the Port Authority and us). Any such information given to the Port Authority before, with or after this Agreement on Terms of Discussion ("Agreement"), either orally or in writing, is not given in confidence. Such information may be used, or disclosed to others, for any purpose at any time without obligation or compensation and without liability of any kind whatsoever. Any statement which is inconsistent with this Agreement, whether made as part of or in connection with this Agreement, shall be void and of no effect. This Agreement is not intended, however, to grant to the Port Authority rights to any matter, which is the subject of valid existing or potential letters patent. The foregoing applies to any information, whether or not given at the invitation of the Authority.

Notwithstanding the above, and without assuming any legal obligation, the Port Authority will employ reasonable efforts, subject to the provisions of the Port Authority Freedom of Information Code and Procedure (FOI Code) adopted by the Port Authority's Board of Commissioners on March 29, 2012, which may be found on the Port Authority website at: http://www.panynj.gov/corporate-information/pdf/foi-code.pdf, not to disclose to any competitor of the undersigned, information submitted which are trade secrets which, if disclosed, would cause injury to the competitive position of the enterprise, and which information is identified by the Proposer as proprietary, as more fully set forth in the FOI Code, which may be disclosed by the undersigned to the Port Authority as part of or in connection with the submission of a proposal.

Parsons Brinckerhoff, Inc.
(Company)

(Signature)

Sr. Vice President/NY Area Manager
(Title)

July 11, 2013
(Date)

ORIGINAL AND PHOTOCOPIES OF THIS PAGE ONLY.
DO NOT RETYPE.

B

ATTACHMENT C

COMPANY PROFILE

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1 & 9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

1. Company Name (print or type):

   Parsons Brinckerhoff

2. Business Address (to receive mail for this RFP):

   One Penn Plaza

   New York, NY 10119

3. Business Telephone Number: 212-465-5000

4. Business Fax Number: 212-465-5097

5. Firm website: www.pbworld.com

6. Federal Employer Identification Number (EIN): Ex. 1/4

7. Date (MM/DD/YYYY) Firm was Established: 10 / 5 / 1933 (Incorporated)

8. Name, Address and EIN of Affiliates or Subsidiaries (use a separate sheet if necessary):

   See Section I of the attached technical proposal

9. Officer or Principal of Firm and Title:

   Neil Lucey, P.E. - Senior Vice President/New York Area Manager

10. Name, telephone number, and email address of contact for questions:

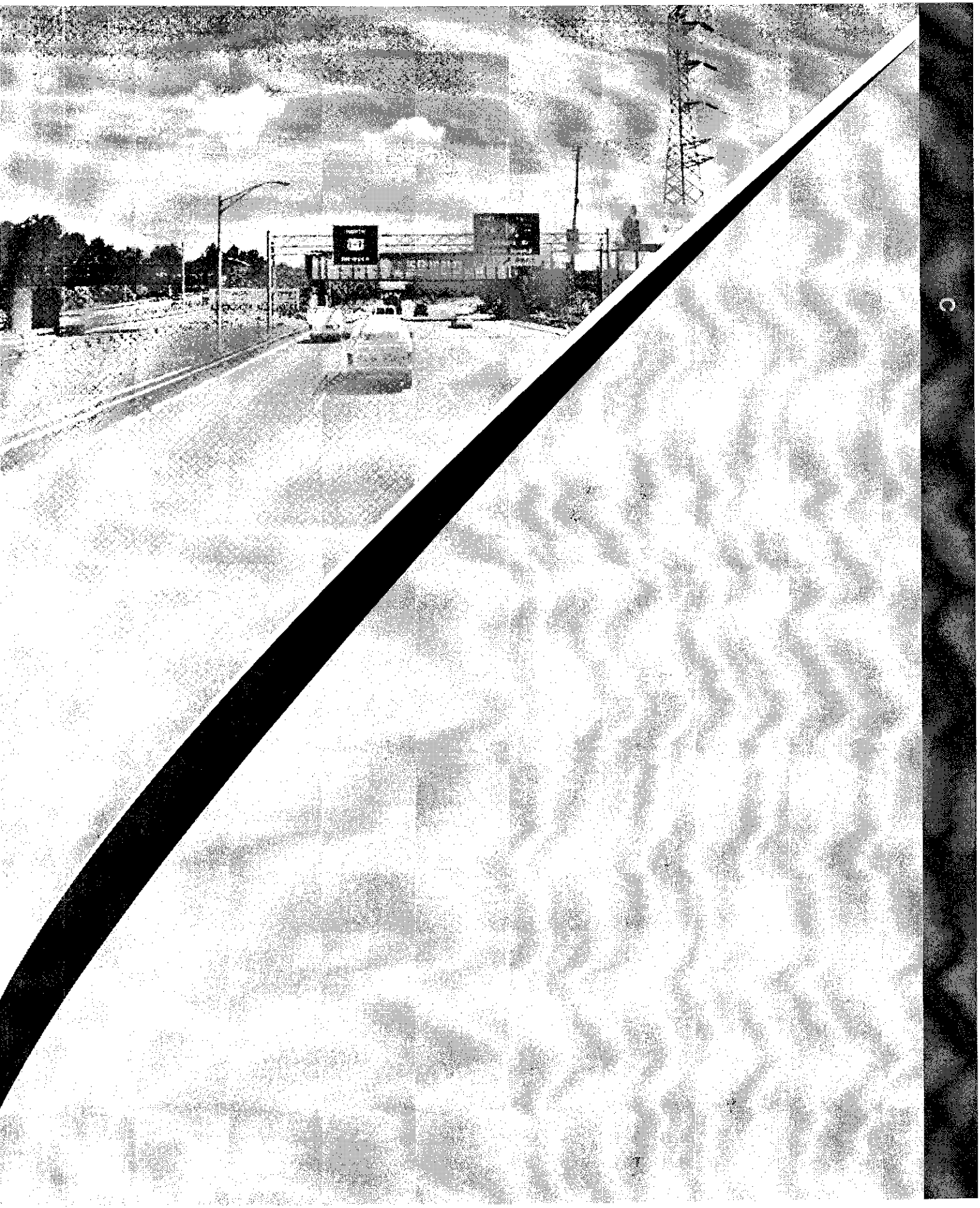
    Neil Lucey/212-465-5033

    One Penn Plaza, New York, NY 10119

11. Is your firm certified by the Authority as a Minority-owned, Woman-owned or Small Business Enterprise (M/W/SBE)? ☐ Yes ☒ No

    If yes, please attach a copy of your **Port Authority** certification to this profile.

    If your firm is an M/WBE not currently certified by The Port Authority of New York and New Jersey, see the Authority's web site – http://www.panynj.gov/business-opportunities/supplier-diversity.html, for information related to applying for such certification.



PARSONS BRINCKERHOFF

One Penn Plaza
New York, NY 10119
Main: 212-465-5000
Fax: 212-465-5096

www.pbworld.com

July 11, 2013

The Port Authority of New York and New Jersey
Two Montgomery Street, 3rd Floor
Jersey City, NJ 07302

Attention: RFP Custodian

RE: **RFP 33799 – Request for Proposals for the Performance of Expert Professional Conceptual Design and Related Environmental Services for the US Route 1&9/Interstate I-278 Interchange Ramps**

Dear Sir/Madame:

The Port Authority of New York & New Jersey (Authority) is leading the current effort to advance the New Jersey Department of Transportation's (NJDOT) Interchange Ramps Project, which would provide a new set of ramps to connect US Route 1&9 and I-278 (the Interchange Ramps Project) and thus complete the interchange. The project is intended to alleviate congestion and reduce truck traffic on the local roadway network in the Cities of Elizabeth and Linden in Union County, and would enhance interchange capacity to better handle traffic crossing the Authority's future Goethals Bridge replacement.

Parsons Brinckerhoff is eager to support the Authority's effort with our first-hand knowledge of the interchange, forecasted traffic conditions with the new Goethals Bridge in place, and the environmental sensitivities within which the new ramps would be constructed. Based on our recent work on projects within the US Route 1&9 and I-278 corridors and our development and

Meeting the Authority's Prerequisites

Satisfactory completion of at least one contract of similar size, type, scope and complexity within the past 5 years:

- US Route 1&9T & St. Pauls Avenue Operational Improvements, NJDOT
- Route 46/Main Street Interchange Reconstruction, NJDOT
- Goethals Bridge Replacement EIS, Port Authority of New York & New Jersey

Satisfactory completion of at least one NEPA-compliant project with FHWA as the lead federal agency within the past 5 years

- Route 72 Bridge Widening/Rehabilitation, design completed 2013
- Staten Island Expressway (I-278) Bus Lane Extension/Access Improvements, design completed 2011
- Route 23 Sussex Bypass and Papakating Creek Bridge Replacement, design completed 2012

Principals that are Professional Engineers licensed to practice in the State of New Jersey

- Project Manager Andy Paluri, PE/PTOE; Lead Traffic Engineer Peter Sucher, PE; Lead Civil Engineer Steven Arbiz, PE; and Lead Structural Engineer Joseph Mumber, PE, are all licensed Professional Engineers in the State of New Jersey. Environmental Lead Judith Versenyi is a Certified Planner.

Key Elements of Parsons Brinckerhoff's Proven Approach

- Define a sound purpose & need statement
- Perform origin & destination study to confirm predominant traffic movements and travel patterns
- Develop alternatives to minimize environmental impacts and cost while meeting purpose and need
- Define and apply screening process to quickly short-list alternatives for concept design and impact analysis
- Refine and apply GTM to analyze traffic performance and effectiveness
- Evaluate ways to divert truck and regional traffic from local roads while accommodating increased traffic along I-278 and US Route 1&9
- Manage public outreach and agency coordination for timely, productive input
- Maintain aggressive schedule focused on critical path, e.g., alternatives screening, GTM forecasting, determination of impacts requiring mitigation
- Identify preferred alternative and request FHWA issuance of a FONSI

application of the Goethals Transportation Model (GTM) in this corridor, we feel uniquely qualified to provide the required services for conceptual design of the ramps and associated infrastructure improvements, traffic forecasting and analysis, and preparation of an environmental assessment (EA) in full compliance with the National Environmental Policy Act (NEPA) to achieve a Finding of No Significant Impact (FONSI). Parsons Brinckerhoff brings the full range of technical and management expertise as well as directly pertinent project experience and local knowledge needed to advance the project. We also meet all of the Authority's qualifications criteria, as specified in the Request for Proposals.

We have assembled a team with unparalleled experience and dedication to bring this project to successful completion for the Authority and advance it to NJDOT for ultimate project delivery. The Parsons Brinckerhoff Team will be led by **Project Manager Andy Paluri, PE, PTOE.** Andy has dedicated his nearly 3-decade career to the planning, analysis and design of transportation improvements to solve mobility and traffic operations issues. He has delivered similar projects for NJDOT and the Authority, and has in-depth understanding from previous studies of the project issues along the US Route 1&9 and I-278 corridors. He understands the NEPA approval and NJDOT capital project delivery processes, as well as the necessary interplay between concept design and environmental review, having delivered numerous similar projects to satisfy these requirements. Andy's more than 15 years of experience managing complex interchange improvement projects include the ACY/ACE Direct Connector Interchange, Chimney Rock Road/US Route 22 Interchange and the New Jersey Turnpike/Garden State Parkway Interchange 9,10 and 11 projects. *Within the past 10 years alone, Andy has managed over a dozen interchange improvement projects in New Jersey, many of them designed to NJDOT standards and requiring NEPA-compliant documentation.*

Andy will be supported by a team of Task Leaders – *Judith Versenyi, AICP, Environmental Assessment/ Permitting; Peter Sucher, PE, Transportation Planning/Traffic Engineering; Steven Arbiz, PE, Civil Engineering; Joseph Mumber, PE, Structural Engineering; and Maura Fitzpatrick, Public Outreach/Interagency Coordination* – who embody this same combination of directly pertinent technical expertise and local knowledge. They each bring a wealth of experience in their respective disciplines needed for interchange reconfiguration/replacement projects, based on their leadership in previous studies of transportation issues in the US Route 1&9 corridor, as well as the nearby Goethals Bridge, and development and evaluation of alternatives to resolve those issues. This core leadership group's pertinent experience notably includes development and implementation of interchange improvement projects in accordance with NJDOT's design standards and capital project delivery process, and completion of NEPA EAs that fully satisfy all other applicable federal and state requirements, notably including New Jersey Department of Environmental Protection Executive Order 215. Andy and his task leaders will expedite the design and environmental review process to support the Authority's timely advancement of the Interchange Ramps Project to NJDOT for subsequent phases of project development.

In addition to Parsons Brinckerhoff's in-house resources – more than 1,200 professionals within the NY/NJ Metropolitan area – we are pleased to enhance our team with the following subconsultants with specialized expertise and thereby support the Authority's program to promote participation of Minority- and Woman-Owned Business Enterprises (M/WBE):

- Amy S. Greene Environmental Consultants, Inc. (WBE) - Wetlands, Ecology

Parsons Brinckerhoff – Our Experience Counts

- 20+ years experience with the project
- Unparalleled experience in development and application of BPM and GTM
- Completed recent US Route 1&9 Corridor Study
- Thorough understanding of the Authority and NJDOT project delivery process
- Delivered more than 30 concept development/feasibility assessment projects, 20 of which are in construction and/or have been completed
- Core members of Staten Island Bridges and Goethals Bridge Replacement project teams are committed to this project to optimize project start-up
- National and local experts in successful delivery of FHWA NEPA analyses and documentation
- Our Project Manager, Andy Paluri:
  - Previously worked in the Authority's Traffic Engineering Department
  - Project Director on construction/ reactivation of M&E Railroad
  - Task leader on NJDOT's US Route 1&9/North Avenue Intersection Improvements project
  - Reviewed GBR traffic study for NJ Turnpike Authority to assess impacts at Interchange 13
  - Project Manager on NJDOT's US Route 1&9 T Operational Improvements Project
  - Completed concept design and environmental studies/documentation for 10 interchange improvement projects in the past 10 years
  - Proven experience in coordinating interchange improvement projects with NJDOT and FHWA
  - Led corridor studies, intersection improvement concepts and design and transit projects for Union County

- Richard Grubb and Associates, Inc. (WBE) – Cultural Resources
- Matrix New World Engineering, Inc. (WBE) – Hazardous Materials Mitigation
- Advantage Engineering Associates, P.C. (MBE) – Electrical and Intelligent Transportation Systems (ITS) Engineering
- Naik Consulting, Inc. (MBE) – Survey, Right-of-Way and Utilities Mapping
- Howard/Stein-Hudson Associates, Inc. – Public Outreach and Interagency Coordination

Parsons Brinckerhoff's Team has comprehensive local knowledge to apply to the Interchange Ramps Project, including from the recently completed US Route 1&9 Corridor Study and studies of the interchange conducted during preparation of the NEPA-compliant Goethals Bridge Replacement Environmental Impact Statement. In both cases, we studied the I-278/US Route 1&9 Interchange within the context of improving mobility in the area. Our staff also successfully delivered the US Route 1&9 T Interchange Project and St. Pauls Avenue for NJDOT, which included many of the project elements of the Interchange Ramps Project. Our knowledge of the project and project area, applicable federal and state requirements, and the data gathered during previous studies will enable us to expedite development and analysis of ramp alternatives.

We offer extensive experience in providing efficient, cost-effective solutions to interchange improvement projects that faced similar challenges. We addressed operational, environmental and community issues in our environmental studies and conceptual design for reconfiguration of the I-287/I-78/Route 202/Route 206 Interchange, AC Expressway and AC International Airport Direct Connector, Staten Island Expressway Bus Lane/Access Improvements, and the Route 49/Route 55 Interchange project. In doing so, we helped our clients advance preferred alternatives into preliminary and final design and construction. We will apply the lessons learned and best practices from such similar projects to inform our analysis and design efforts for the Interchange Ramps Project.

Parsons Brinckerhoff is thrilled to have this opportunity to present our qualifications and approach to this important project. We are eager to further discuss our ideas on how to expedite advancement of this project into final design and construction to bring lasting benefits to Union County and users of the US Route 1&9 Corridor. We look forward to making the Interchange Ramps Project the next success story in the long history of Port Authority-Parsons Brinckerhoff collaborations. Should you have any questions or require further information, please contact me at 212-465-5033 or lucey@pbworld.com.

Sincerely Yours,
Parsons Brinckerhoff, Inc.

Neil Lucey, P.E.
Senior Vice President/New York Area Manager

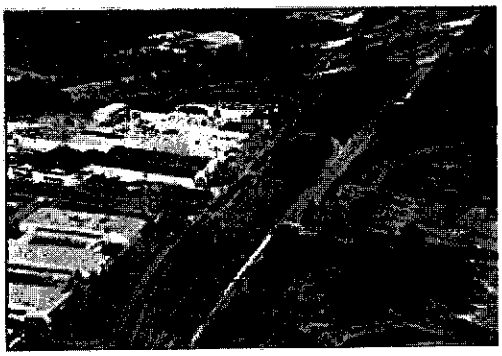
D

D. Staff Qualifications

To assist the Authority in bringing the US Route 1&9/I-278 Interchange Ramps project closer to reality, Parsons Brinckerhoff offers a team of highly qualified, committed transportation planning, design, engineering, environmental and public outreach professionals with direct experience in the project area and working successfully with the Authority and NJDOT. We have delivered NEPA-compliant EAs and performed conceptual through final design on numerous projects for the Authority and NJDOT, among other agencies, throughout the project area and across the state. We have led projects through NJDOT's capital delivery process by providing innovative and cost-effective solutions similar to those to be investigated for the Interchange Ramps project.

Project Manager – Andy Paluri, PE, PTOE

The Parsons Brinckerhoff team will be led by Project Manager Andy Paluri, PE, PTOE, a licensed Professional Engineer in the State of New Jersey with 27 years of experience, including more than 15 managing projects through the NEPA and NJDOT Capital Development Processes. We believe that Andy's specific knowledge and leadership of previous projects in this study area, and his vast experience in delivering similar projects to the Authority and NJDOT, make him an ideal manager for this effort. His expertise encompasses conceptual development, alternatives analysis, traffic engineering and forecasting, and design and construction support services for transportation improvement projects. His deep knowledge of the study area derives from a assignments along the US Route 1&9 Corridor, most recently as Project Manager of NJDOT's Scoping of Operational Improvements along the US Route 1&9 T Corridor. He also worked on improvements to the US Route 1&9/North Avenue intersection just north of the Interchange Ramps project area. He was instrumental in coordinating with Union County and the City of Elizabeth, where he effectively articulated the project impacts and associated safety and operational benefits.



Andy's experience in delivering NEPA-compliant transportation projects (such as the Chimney Rock Road/Route 22 interchange pictured above) will expedite concept development efforts for the Interchange Ramps project

Andy has led multi-disciplinary teams in development of scoping and environmental documents and preliminary and final design, including the above-mentioned US Route 1&9T project, Chimney Rock Road/Route 22, Atlantic City Expressway/Atlantic City Airport Direct Connector Interchange, and major interchange projects on the Garden State Parkway and New Jersey Turnpike. Andy also participated in the traffic analyses/forecasting effort for the Staten Island Bridges Program EIS in the immediate project area, a key differentiator that he brings to this project.

Andy is available full time, as required, to ensure successful completion of all services required for the Interchange Ramps project. His project commitments are as follows:

Project Manager Availability

Project Name	As of Sept 2013
Authority Interchange Ramps	**90%**
NJDOT TMS	10%

Key Staff

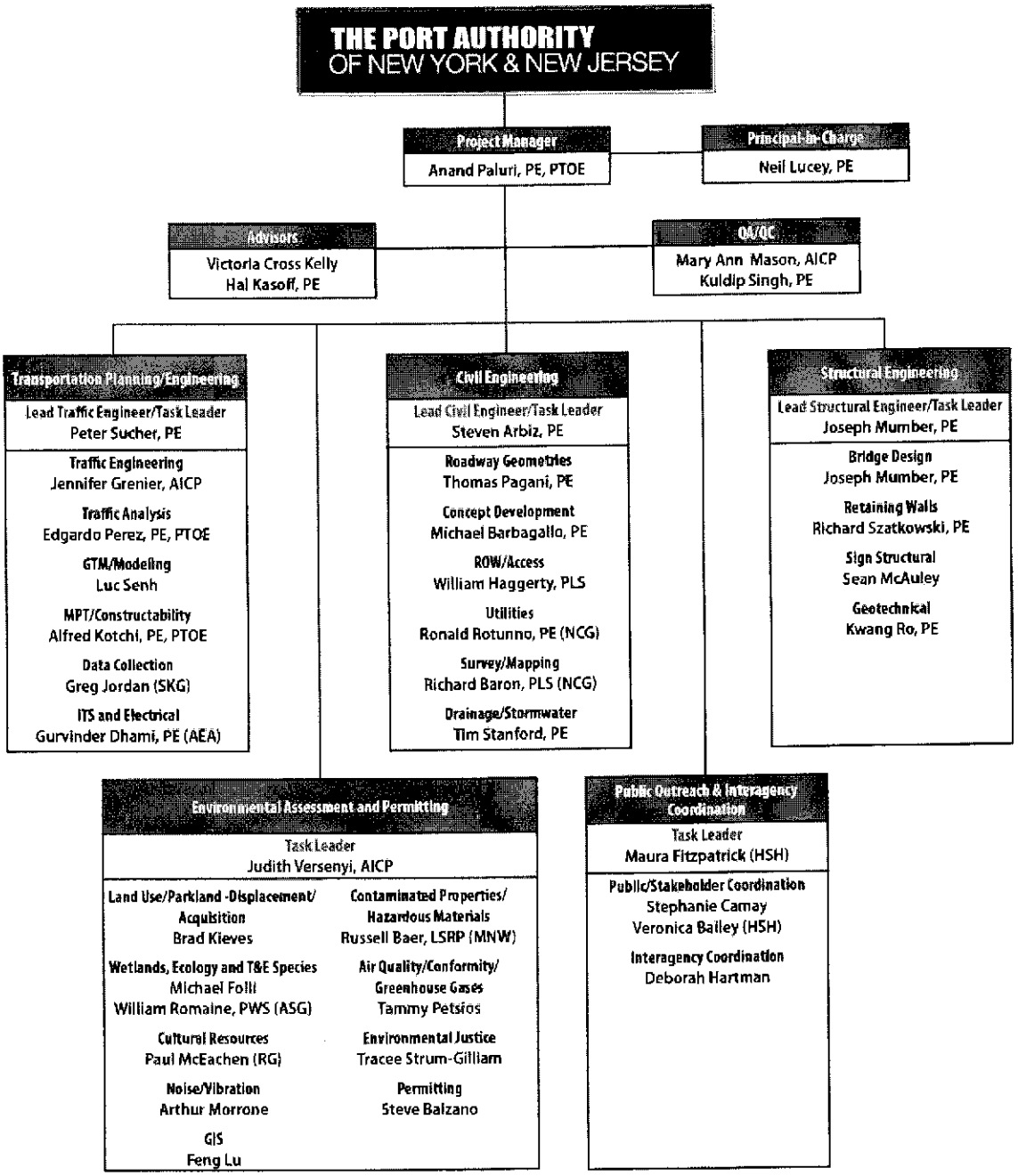
In assembling his team for this important assignment, Andy created a streamlined organization and hand-picked a cadre of task/discipline leaders who have led previous similarly challenging assignments. Lead Traffic Engineer Peter Sucher P.E., Lead Civil Engineer Steve Arbiz P.E., Lead Structural Engineer Joseph Mumber, P.E., Environmental Assessment/Documentation Task Lead Judy Versenyi, AICP and Public Involvement Task Lead Maura Fitzpatrick meet the Authority's criteria as stated in the Request for Proposals (RFP) as detailed in the table below.

Name/Role	Years of Experience/Years in Proposed Role	Licenses/ Certifications	Representative Projects
Judy Versenyi/ Environmental Task Leader	36/30	AICP	– Goethals Bridge Replacement EIS – Miller Highway – Penn Station Access EA
Peter Sucher/Lead Traffic Engineer	40/35	PE: NJ (25988); NY (072378)	– Goethals Bridge Replacement EIS – Staten Island Expressway Bus Lane/ Access Improvements – Cross Island Expressway Reconstruction
Steven Arbiz/Lead Civil Engineer	28/20	PE: NJ (38119); PA (043677-E)	– US Route 1&9T Operational and Ultimate Improvements – Route 1 Southbound Improvements – Goethals Bridge Design/Build Pursuit
Joseph Mumber/Lead Structural Engineer	39/20	PE: NJ (GE25937)	– Route 72 Manahawkin Bay Bridge – Route 46/Main Street Interchange – Route 202/206/I-78/I-287 Interchange
Maura Fitzpatrick/Public Outreach & Agency Coordination Task Leader	26/13	NA	– Goethals Bridge Replacement EIS – Tappan Zee Bridge Replacement – I-81 Corridor Long-Range Plan

The table below demonstrates further the expertise that the Parsons Brinckerhoff Team's core management group brings to the Interchange Ramps project. Their resumes as well as those of our other proposed key staff are presented on the following pages in the order listed.

Key Staff	PANYNJ Experience	NJDOT Experience	Interchange Design	NEPA Process	NEPA EAs	Alternative Analysis	Concept Development	Permits / Approvals	Public Outreach/ Agency Coordination	Experience on I&9/I-278 Interchange ramps	FHWA Projects
Andy Paluri, PE, PTOE Project Manager	X	X	X	X	X	X	X	X	X	X	X
Judith Versenyi, AICP Environmental Lead	X	X	X	X	X	X	X	X	X	X	X
Peter Sucher, PE Lead Traffic Engineer	X	X	X	X	X	X	X	X	X	X	X
Joseph Mumber, PE Lead Structural Engineer	X	X	X	X	X	X	X	X	X		X
Steven Arbiz, P.E. Lead Civil Engineer	X	X	X	X	X	X	X			X	X
Maura Fitzpatrick Public Involvement Lead	X	X		X	X				X		X

The organization chart below presents the Parsons Brinckerhoff Team's proposed team structure and staff responsibilities.



LEGEND

NCG – Naik Consulting Group, PC - 200 Metroplex Drive, Suite 403 Edison, NJ 08817
HSH – Howard/Stein – Hudson Associates, Inc. - 11 Hanover Square, 3rd Floor New York, NY 10005
SKG – Sky Comp
AEA – Advantage Engineering Associates - 101 Interchange Plaza, Suite 308 Cranbury, NJ 08512
ASG – Amy S. Greene Environmental Consulting, Inc. - 4 Walter E Foran Blvd, Flemington, NJ 08822
RG - Richard Grubb - 259 Prospect Plains Road, Building D Cranbury, NJ 08512
MNW - Matrix New World Engineering - 26 Columbia Turnpike, Florham Park, NJ 07932
All personnel are Parsons Brinckerhoff unless otherwise noted.

PARSONS BRINCKERHOFF

PROJECT MANAGER & TASK LEADERS

1. Andy Paluri, PE, PTOE
2. Peter Sucher, PE
3. Steven Arbiz, PE
4. Joseph Mumber, PE
5. Judith Versenyi, AICP
6. Maura Fitzpatrick

Firm
Parsons Brinckerhoff, Inc.

Total Years of Experience
27 years/15 as project manager

Education
M.S., Transportation Engineering, Clarkson University, 1987; B.S., Civil Engineering, Andhra University, 1984

Professional Licenses/Certifications
Professional Engineer (PE): New Jersey, New York and Pennsylvania; Professional Traffic Operations Engineer (PTOE)

Employment History
2011 – Present: Parsons Brinckerhoff, Inc.
1998 – 2011: Louis Berger Group, Inc.
1996 – 1998: Goodkind & O'Dea, Inc.
1995 – 1996: PANYNJ

Office Address
Two Gateway Center,
18th Floor
Newark, NJ 07102

ANAND (ANDY) PALURI, PE, PTOE

PROJECT MANAGER

Qualifications to Perform in Proposed Role

- Completed 10 interchange concept development/ environmental assessment projects in last 10 years
- Experience with both the Port Authority and NJDOT capital delivery (scoping) process
- Knowledge of with US Route 1&9 Corridor
- Experience in traffic engineering and travel demand forecasting using BPM and GTM
- Familiarity with the Goethals Bridge Replacement Program
- Success in moving alternative analysis projects expeditiously on NJDOT Chimney Rock Road Interchange at US Route 22

Relevant Project Experience

SJTA, ACY/ACE Direct Connector Interchange Concept Development, Preliminary and Final Design: Project Manager responsible for developing alternative design concepts, conducting feasibility assessment, and environmental studies and documentation to provide a direct connection from Atlantic City Expressway (ACE) to Atlantic City Airport (ACY). The project included conducting traffic studies, survey and right-of-way engineering, alternatives analysis leading to identification of an Initially Preferred Alternative, and coordination with FAA, the County and local municipality. The project's Environmental Assessment was approved by FAA.

NJDOT, Chimney Rock Road Interchange at US Route 22, NJ (FHWA/NJDOT/Somerset Co.): Project Manager responsible for developing alternative concept plans for proposed interchange improvements to stimulate economic growth and reduce congestion on local roadways. Duties included preparation of a Categorical Exclusion Document (CED) and obtaining approval of various permits. He also led the Preliminary and Final Design efforts on this project, which is estimated at $60M in construction value. The project's lead federal agency was FHWA.

Andy was Project Manager for Chimney Rock Road Interchange in which he worked with FHWA and NJDOT.

NJDOT, Preliminary and Final Design and Construction Engineering Services of US Route 1&9 and North Avenue, City of Elizabeth: Task Leader responsible for final scoping, preliminary and final design services of this safety and traffic operations improvements project along US Route 1&9 between North Avenue and Fairmount Avenue. This intersection was rated as one of the top five crash prone intersections in the State. Responsible for developing conceptual design of improvement/widening alternatives, preparation of the alternative analysis and design exceptions reports, vertical and horizontal alignment design, intersection traffic operational analysis, and extensive community outreach.

NJDOT, Scoping Study for Operational Improvements along US Route 1&9T: Project Manager responsible for extensive data collection, safety analysis and intersection/interchange level of service analysis along US Route 1&9T to improve safety and traffic operations; especially in light of the proposed closure of Pulaski Skyway. Responsible for conducting travel demand forecasting/modeling, origin and destination (O&D) analysis, review of NJDOT Management Systems consistent with NJDOT Capital Project Delivery process, environmental screening analysis, traffic demand management/traffic systems management evaluation and conceptual development of improvement alternatives.

NJTA, Improvements to Garden State Parkway (GSP) Interchanges 9, 10 and 11, Cape May, NJ: Deputy Project Manager for scoping, preliminary design, and environmental permitting and mitigation for improvements to GSP at Interchanges 9, 10 and 11 in Cape May County. The scoping effort developed and evaluated 19 alternative interchange configurations and six alternative access schemes to eliminate direct property access to the northbound GSP. Each viable alternative was evaluated to assess environmental and socioeconomic impacts and identify an Initially Preferred Alternative for eliminating each intersection. A NEPA-compliant EA was prepared to document the project's impacts.

NJTA, Interchange 6 to 9 Widening, Preliminary Engineering and Environmental Services, Burlington County, NJ: Task Manager for preliminary engineering and environmental services for the study to widen a 35-mile segment of the Turnpike from 6 to 12 lanes between the Pearl Harbor Memorial Turnpike Extension and Interchange 8A and from 10 to 12 lanes between Interchanges 8A and 9. His responsibilities included securing topographic mapping, identifying constraints, preparing future travel demand forecasts, performing conceptual design of alternative interchange configurations for capacity improvements to the five interchanges and access to the three services areas within the widening limits, preparing an Alternative Analysis Report and Preliminary Design Report, and estimating construction and program costs.

GSP Interchange 142 (Interstate 78 Interchange) Improvements, Preliminary Design and Environmental Services, Union and Essex Counties, NJ: Task Leader responsible for regional travel demand forecasting, detailed traffic analysis and O&D studies to provide "Missing Movements" between the GSP and I-78. Due to missing connections from GSP Southbound to I-78 Eastbound and GSP Northbound to I-78 Westbound, traffic was diverted to adjacent interchanges and local roadways resulting in congestion on residential streets.

PANYNJ, Travel Forecasting for Staten Island Bridges, Staten Island, NY: Project Manager responsible for developing travel forecasts for determining future facility requirements at the three bridge crossings between Staten Island and New Jersey. As a part of this effort, the New York Metropolitan Transportation Council (NYMTC) Best Practice Model (BPM) was utilized to develop the travel demand projections.

Firm
Parsons Brinckerhoff

Total Years of Experience
40/35 as a Lead Traffic Engineer

Education
M.S., Civil Engineering, Cornell University, 1973; B.C.E., Civil Engineering, The Cooper Union, 1971

Professional Licenses/Certifications
Professional Engineer: New Jersey, 1979 (25988); New York, 1993 (072378)

Employment History
2001 – Present: Parsons Brinckerhoff
1974 – 2001: HNTB
1973 – 1974: DeLeuw Cather

Office Address
One Penn Plaza
New York, NY 10019

PETER SUCHER, PE

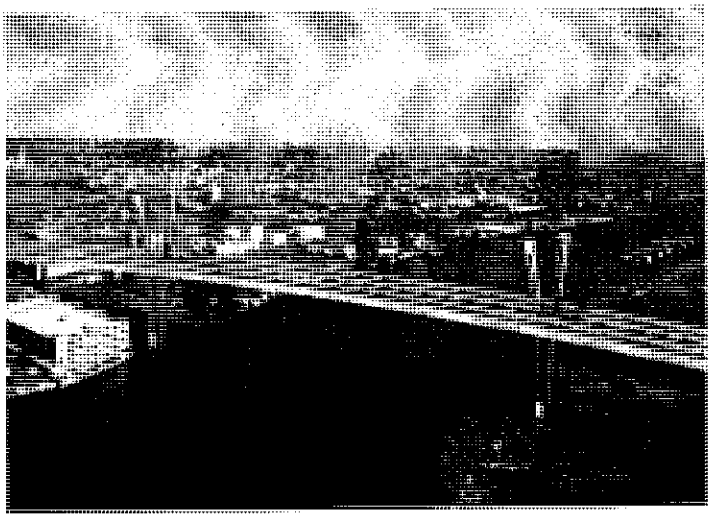
LEAD TRAFFIC ENGINEER/TASK LEADER

Qualifications to Perform in Proposed Role

- Led all transportation and traffic work, including development of the GTM for the Goethals Bridge Replacement EIS
- Led the preparation of the Missing Link (I-278/US Route 1&9) Interchange Modification Report
- Led the development of the GTM and later the PANYNJ Trans Hudson Model
- Comprehensive understanding of local traffic issues
- 40 years of traffic design, modeling and planning experience on major highway design projects including the Staten Island Expressway (I-278) and Cross Westchester Expressway (I-287) projects

Relevant Project Experience

PANYNJ, Goethals Bridge Replacement EIS New Jersey/New York: Lead Transportation Manager responsible for all transportation and traffic related studies for the EIS study to replace the existing bridge. His responsibilities included traffic studies, development of traffic needs, traffic analysis, public outreach participation, development of a VISSIM traffic simulation model. This model was the Goethals Transportation Model (GTM) which was used to forecast and identify future traffic-related impacts. The model development involved developing a sub-area corridor model for updating socio-economic data, developing a congestion pricing subroutine and forecasting auto, carpool bus rapid transit and ferry usage. A major aspect of the study was studying the NJ Turnpike Interchange 13 interface with the Goethals Bridge and I-278.



Peter was an integral part in the development and application of the GTM

PARSONS BRINCKERHOFF

PANYNJ, Interchange Ramps IMR New Jersey: Lead Transportation Manager responsible for the preparation of all of the transportation and traffic related studies for the Interchange Modification Studies (IMR) for new connections between I-278 and US Route 1&9 as part of the Goethals Bridge transportation impact studies. Peter led the traffic team in developing forecasts and preparing impact analyses for five proposed alternatives for this new interchange connection. He also made several presentations to NJDOT regarding the results of these studies.

PANYNJ, Trans-Hudson Transportation Demand Forecasting Model – Lincoln Tunnel Helix Replacement Study Project, New Jersey/New York: Project Manager overseeing the development of transportation demand model for all Authority Hudson River and Staten Island crossings. The model was based on the NYMTC BPM and the GTM. The model uses the platform of the 2005 BPM while incorporating the best features of the GTM. The model is fully calibrated and operational and was used to prepare the initial forecasts for the future Lincoln Tunnel Helix project on I-495.

NYSDOT, Staten Island Expressway (I-278) Bus Lane Extension, Staten Island, New York: Project Manager for scoping and concept studies and preliminary and final design for re-designation of bus lanes to bus/HOV lanes and extension of the bus lanes along the entire length of the Expressway. Parsons Brinckerhoff was responsible for project scoping and concept, preliminary and final design of the initial eastbound and westbound bus lanes. Re-designation and extension of the bus/HOV lanes engendered issues concerning non-standard features and accidents, regional system connectivity, vehicle occupancy requirements, enforcement, environmental impacts, design, safety and operations. The project included demand forecasting using an update of the GTM to comprehensively examine options.

Long Island Expressway/Grand Central Parkway/Van Wyck Expressway Interchange EIS, New York City: Responsible for the preparation of the scoping studies and the transportation elements of the EIS for this proposed $300 million interchange reconstruction. The project included four alternatives ranging from rehabilitation of nine bridges to a major reconstruction of the interchange. The project included traffic forecasts, air and noise impact analyses, 4(f) impact evaluation for Flushing Meadow Park, and a major public outreach program.

Southern State Parkway Corridor Development Study, Long Island, New York: Project manager for this planning and design study that involved field data collection program, traffic forecasts, transit options analysis, HOV forecasts, HOV and transportation system management (TSM) concepts, development of priority treatment concepts, financing options, and a public participation program. The project also included preliminary design, including the expanded project proposal (EPP) and EA for two TSM improvement projects covering 18 interchanges along the corridor, and studies for the entire corridor.

Cross Westchester Expressway (I-287) Reconstruction, New York: Project manager for preparation of the long-range plan for the I-287 corridor from the Tappan Zee Bridge to I-95, an EIS and preliminary design that evaluated improvement alternatives along this 6-lane, 12-mile congested highway corridor. The initial phase of the project involved evaluation of highway and transit options, TSM and ITS measures, and construction staging and MPT plans for three alternatives.

Firm
Parsons Brinckerhoff

Total Years of Experience
28/15 as Lead Civil Engineer

Education
B.S., Civil Engineering, Drexel University, 1988

Professional Licenses/Certifications
Professional Engineer: New Jersey, 1993; Pennsylvania, 1993

Employment History
1988 – Present: Parsons Brinckerhoff

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2000 Lenox Drive
3rd Floor
Lawrenceville, NJ 08648

STEVEN ARBIZ, P.E.

LEAD CIVIL ENGINEER/ TASK LEADER

Qualifications to Perform in Proposed Role

- 15 years of major transportation project design experience
- Experience in project area as Civil Lead on Goethals Bridge Design/Build Pursuit.
- NEPA environmental assessment and major NJDOT interchange experience, including the US Route 1&9T Operational & Ultimate Improvements project
- Conceptual design experience as Project Manager and Lead Civil Engineer on US Route 1 Southbound Improvements in Mercer County.

Relevant Project Experience

PANYNJ, Goethals Bridge Replacement Design/ Build Pursuit, Elizabeth, NJ and Staten Island, NY: Lead Civil Engineer for the development of 30 percent plans for the replacement of the existing Goethals Bridge with a new cable-stayed bridge on a new alignment of Route I-278 to the south of the existing bridge, with connections to the NJ Turnpike Interchange 13 and the existing Goethals Bridge Toll Plaza in Staten Island. Civil responsibilities included alignment design, grading, drainage & stormwater management design, striping design, utility design, and preparation of MPT/construction staging plans.

NJDOT, U.S. Route 1&9T Operational and Ultimate Improvements, Jersey City, New Jersey: Project Manager and Lead Highway Engineer for the reconstruction of the St. Paul's Avenue Viaduct and ramp connections with US Route 1&9, Route 7, Route 139 and local Jersey City streets. The project included a NEPA Environmental Assessment, Final scope development, preliminary design, and construction engineering support. Steve's responsibilities include coordination with clients and subconsultants, roadway plan development, preparation of roadway plans for preliminary and final design submissions, and design support during construction.

Route 1&9T Operational and Ultimate improvements included a NEPA EA

NJDOT, Route 1 SB, Nassau Park Blvd. to Quaker Bridge Mall Overpass, Mercer County, New Jersey: Project Manager for a Tier 2 screening, concept development, and feasibility assessment (under a task order agreement), preliminary and final design for various levels of improvements of this 1 mile-long section of the Route 1 corridor. The project includes environmental studies, traffic engineering, alignment design, drainage & stormwater management design, right of way plan development, access plan development, utility design, and MPT/construction staging.

PANYNJ, XBL (Express Bus Lane) Capacity Study, Hudson County, New Jersey: Lead Highway Engineer for a conceptual study of alternatives far providing an additional bus lane along the Route 495 approach to the Lincoln Tunnel.

NJDOT, Route 22 over Conrail and Liberty Avenue, Union County, New Jersey: deputy Project Manager and Lead Civil/Highway Engineer respansible for the replacement of the Route 22 Viaduct over Conrail, Liberty Avenue and a private access road. His responsibilities include coordination with clients and subconsultants, roadway, right-of-way and access plan development, preparation of roadway plans for preliminary and final design submissions, and design consultation support during construction.

NJDOT, Route 1 Business – Brunswick Circle to Lake Drive, Mercer County, New Jersey: Project Manager for final design of traffic calming improvements, including a modern roundabout, along a 1 mile section of Route 1. The project includes traffic engineering, alignment design, drainage and stormwater management design, right of way plan development, access plan development, utility design, and MPT/construction staging plans.

NJDOT, Route 1 SB at Quaker Bridge Mall, Mercer County, New Jersey: Project Manager for a Tier 2 screening, concept development, and feasibility assessment (under a task order agreement), preliminary and final design for various levels of improvements of this 1.5-mile-long section of the Route 1 corridor. The project includes environmental studies, traffic studies, conceptual design of alternative alignments, and analysis of right of way, access, and utility impacts to arrive at an initially preferred alternative.

NJDOT, Five NJ Transit Morristown Bridges, Essex County, New Jersey: Deputy Project Manager and Lead Highway Civil/Highway Engineer for preliminary and final design for deck and superstructure replacements for five NJ Transit-owned bridges. His responsibilities included coordination with clients and subconsultants, roadway, right-of-way plan development, preparation of roadway plans towards preliminary and final design submissions and design consultation support during construction.

Passaic County Hillery Street Bridge Replacement, Passaic County, New Jersey: Deputy Project Manager and Lead Highway Engineer for the initial scoping study and final design for the replacement of the Hillery Street Bridge over the tidal Passaic River in Totowa and West Paterson in Passaic County. His responsibilities included support to environmental studies, conceptual and final design of alternative alignments and grading, and preparation of final design plans for the project as well as design consultation services during construction.

Firm
Parsons Brinckerhoff

Total Years of Experience
39/12 as Lead Structural Engineer

Education
M.S., Structural Engineering, Rutgers University, 1980; B.S., Civil Engineering, Rutgers University, 1974

Professional Licenses/Certifications
Professional Engineer: New Jersey, 1980 (GE25937)

Employment History
Feb 1983 – present: Parsons Brinckerhoff
May 1981 – Feb 1983: Allied Chemical Co.
Mar 1980 – May 1981: Western Union Telegraph Co
May 1974 – Mar. 1980: Goodkind & O'Dea, Inc.

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2000 Lenox Drive,
3rd Floor
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JOSEPH MUMBER, P.E.

LEAD STRUCTURAL ENGINEER/ TASK LEADER

Qualifications to Perform in Proposed Role

- 12 years of experience on complex interchange projects
- Experienced in design of missing links for highway interchanges
- Thoroughly familiar with the NJDOT Capital Project Delivery Process as project manager for many complex NJDOT projects
- Has led efforts for preparation of environmental documents in compliance with NEPA process
- Experienced in design of both complex steel and concrete superstructure bridges
- Experienced in curved girder design for ramp overpass structures

Relevant Project Experience

NJDOT, Route 72/Manahawkin Bay Henderson Memorial Bridges, Stafford Township to Ship Bottom Borough, Ocean County, New Jersey: Project Manager for the NEPA-compliant environmental assessment (EA) and preliminary design, final design and construction services in accordance with the NJDOT Capital Project Delivery Process for design of improvements to four bridges on the Route 72 causeway that links the mainland with Long Beach Island. Work included: utility identification and accommodations; drainage design; preparation a NEPA EA with the FHWA as the lead agency including technical environmental studies assessing impacts on air/noise receptors, aquatic vegetation, marine and fish life, and hazardous materials; subsurface geotechnical investigations and reports; traffic analysis; right-of-way (ROW) acquisition and access impacts; geometric design for approach roadways; hydraulic and scour analysis; survey; community involvement and structural design of a new 2400-foot-long prestressed concrete bridge over Manahawkin Bay parallel to the existing bridge, rehabilitation design, including complete superstructure replacement of the existing bridge, and rehabilitation of

Joe was the project manager for the NEPA compliant Route 72 Bridges in which he worked directly with NJDOT and FHWA

the three existing trestle bridges, including deck rehabilitation design for a PPC concrete overlay.

NJDOT, Route 46 over Main Street Reconstruction, Bergen County, New Jersey: Project Manager and Supervising Structural Engineer for final scope development, preliminary and final design, and construction engineering services in accordance with the NJDOT Capital Project Delivery Process for the widening and safety improvements to Route 46 in the Borough of Lodi. Work included geometric design to provide full shoulders and auxiliary lanes on Route 46 to accommodate the interchange improvements at the Main St. interchange, staged construction, intensive utility involvement and ROW plan preparation, hydrologic and hydraulic and scour analysis and design, drainage improvements, hazardous material investigations, geotechnical assessments, traffic assessments, addition of signalized intersections, lighting design, survey, community involvement, widening of Main Street under Route 46, structural design for two simple span bridges, seven walls and a long box culvert, wetland delineation, air quality analysis, preparation of New Jersey Department of Environmental Protection (NJDEP) Permit applications including Freshwater Wetlands and Flood Hazard Area Permits, context sensitive design and community involvement meetings.

NJDOT, Route 22 Over Liberty Avenue and Conrail, Union County, New Jersey: Project Manager for feasibility assessment, preliminary and final design, and construction engineering services in accordance with the NJDOT Capital Project Delivery Process for the replacement of the existing bridge that carries U.S. Route 22 over Liberty Avenue, Conrail and a local access road. The project was constructed in two major stages. The project included: utility identification and accommodations; drainage design; subsurface geotechnical investigations and reports; traffic analysis; ROW acquisition and access impacts; geometric design for approach roadways; lighting design; and structural design of two new bridges, four retaining walls and noise walls.

NJDOT, Route 202/206, I-78, I-287 Interchange Modification, Somerset County, New Jersey: project manager and lead structural engineer for the scope development phase of design in accordance with the NJDOT Capital Project Delivery Process for the redesign of an existing interstate interchange to provide missing interstate connections and relieve traffic congestion in Somerset County, New Jersey. The project includes an extensive traffic study to justify the need for the project to overcome local opposition, environmental studies, and the conceptual design of seven new structures, and rehabilitation and widening of 12 existing bridges and the incorporation of noise walls in the project. As a result of the initial study a construction contract was designed to widen an existing ramp and extend it along Route I-78 to improve the acceleration lane. The contract included the design of two walls and design of an underground stormwater detention system to satisfy stormwater management requirements and included construction services for the contract.

Garden State Parkway Interchange 159, New Jersey: project manager and lead structural engineer for the conceptual, preliminary and final design and construction services for a connector ramp to provide a missing link from the Garden State Parkway southbound to I-80 eastbound. The project included an award-winning 835-foot-long eight-span continuous, horseshoe shaped, curved steel mono-cell trapezoidal box girder superstructure, the use of solid stainless steel reinforcement in the deck slab, the design of over 0.5 miles of new embankment and roadway for the new ramp, hazardous material investigations, utility work, right-of-way acquisitions, geotechnical investigations and traffic staging.

Firm
Parsons Brinckerhoff

Total Years of Experience
36/30 as Environmental Task Leader

Education

Master of Urban Planning, New York University, 1982; B.A., Political Science, Biology, Bucknell University, 1976

Employment History
1977 – Present: Parsons Brinckerhoff

Office Address
One Penn Plaza
New York, NY 10019

JUDITH VERSENYI, AICP

ENVIRONMENTAL ASSESSMENT/ PERMITTING TASK LEADER

Qualifications to Perform in Proposed Role

- Three decades of NEPA EA/EIS experience
- Deputy Project Manager for Goethals Bridge Replacement EIS, Environmental Constraints Analysis and Interchange Modification Report
- Alternative screening specialist
- History of working with PANYNJ and NJDOT

Relevant Project Experience

PANYNJ, Goethals Bridge Replacement EIS, Staten Island, NY/Elizabeth, NJ: Parsons Brinckerhoff's deputy project manager for this EIS, conducted pursuant to NEPA, with the U.S. Coast Guard as the lead federal agency and the Port Authority as the project sponsor. Principal study activities included comprehensive, screening analysis of multimodal alternatives; development of a corridor-level travel demand forecasting model, based on the New York region's Best Practice Model and application in the alternatives screening and detailed regional and local traffic impact analyses; comprehensive environmental impact analysis of short-listed alternatives; extensive Section 106 consultation regarding the proposed replacement of the Goethals Bridge, which is potentially eligible for National Register listing; and a multi-faceted agency coordination and public participation program.

Judy was the deputy project manager for the Goethals Bridge Replacement EIS

PANYNJ, Staten Island Bridges Program—Modernization and Capacity Enhancement Project EIS, New York and New Jersey: project manager for this NEPA EIS/Section 4(f) Statement for the proposed construction of a new vehicular bridge south of and parallel to the Goethals Bridge between New Jersey and Staten Island. Key project components included an extensive, multimodal alternatives analysis of bridge, tunnel, transit, high occupancy vehicle (HOV), TSM and TDM alternatives; development of concept-level

engineering designs for and detailed environmental impact evaluation of three short-listed project alternatives.

Detroit Woodward Light Rail Transit (LRT) Draft EIS, Detroit, Michigan: Parsons Brinckerhoff's lead for preparation of the NEPA EIS for a new 9.3-mile LRT system extending northward from Detroit's Central Business District to connect the densely developed corridor's business, civic, cultural, institutional, professional sports venues and attractions, residential neighborhoods and the Michigan State Fairgrounds. With the FTA as the lead federal agency and the City of Detroit as the project sponsor, the draft EIS was completed in four months. Critical environmental issues included Section 106 consultation and Section 4(f) evaluation related to scores of historic properties and districts along the LRT alignment; noise and vibration effects on residential and historic properties; hazardous materials potential along the proposed alignment and at proposed LRT station, vehicle storage and maintenance facility, traction power substation and park and ride sites; and environmental justice.

New Haven-Hartford-Springfield (NHHS) High-Speed Intercity Rail Project EA, Connecticut: She was the quality control manager for preparation of the Tier 1 Service-Level NEPA EA for the proposed enhancement of passenger rail service in the 62-mile-long (99-kilometer-long) NHHS rail corridor. The Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) were, respectively, federal lead and cooperating agencies.

PANYNJ, Comprehensive Port Improvement Plan (CPIP) EA, New York and New Jersey: project manager for this EA of the PANYNJ's master plan for seven of the principal port sites in the Port of New York and New Jersey, with the goal of creating a port that is economically viable and environmentally sustainable, and supports the ongoing restoration of New York Harbor. This NEPA EA was conducted for the following federal, state and local lead agencies: U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, Federal Highway Administration; New York Empire State Development Corporation, New Jersey Department of Transportation; and the City of New York Office of the Deputy Mayor for Economic Development and Rebuilding.

FTA, Penn Station Access EA, New York City: project manager for this NEPA EA evaluating the Metropolitan Transportation Authority-Metro-North Railroad's proposed introduction of commuter rail service to Pennsylvania Station, the New York Metropolitan area's most heavily used passenger station. The Federal Transit Administration is the lead federal agency. Initial studies conducted to identify and detail Metro-North's preferred project alternative for consideration in the EA included screening analysis of modal, service and routing alternatives and siting of new commuter-rail stations; development of proposed Penn Station access service plans and detailed operations analyses to integrate the proposed service into Penn Station; forecasting of future ridership on the proposed service for various travel markets; concept-level design of the proposed new stations, associated interlockings and track modifications; and extensive Section 106 consultation and Section 4(f) analysis and documentation. Concept-level plans were developed of alternative alignments to address infrastructure and operational issues of introducing Penn Station Access service in an already heavily used rail environment.

Miller Highway Project, New York City: environmental manager for the preparation of a design report/EIS/Section 4(f) Statement, pursuant to NEPA, including an alternatives screening evaluation, of the proposed relocation of a 0.8-mile section of highway between West 59th and 72nd Streets on the West Side of Manhattan, for the New York State Empire State Development Corporation.

Firm:
Howard/Stein-Hudson Associates, Inc.

Total Years of Experience
26/13 as Public Involvement Lead

Education
Master of Public Administration, Public Policy Specialization, New York University, Wagner School of Public Service1990
Bachelor of Arts, English, Vassar College, 1983

Employment History
1999 – Present: Howard/Stein-Hudson Associates
1994 – 1999: New York Power Authority
1989 – 1994: New York City Department of Environmental Protection

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11 Hanover Square, 3rd Floor
New York, NY 10005

MAURA FITZPATRICK

PUBLIC AND AGENCY OUTREACH TASK LEAD

Qualifications to Perform in Proposed Role

- More than 13 years leading development and implementation of Public Involvement programs for high-profile transportation projects
- Led public outreach and agency coordination efforts for Goethals Bridge Replacement EIS

Relevant Project Experience

PANYNJ Goethals Bridge Replacement Environmental Impact Statement (EIS), Staten Island, NY and Elizabeth, NJ:

She was the Project Manager for the public outreach program for the Goethals Bridge Replacement Environmental Impact Statement project, with the US Coast Guard as the lead federal agency. Maura's responsibilities included assisting with the public scoping and public hearing processes, planning and facilitating open houses, establishing and working with two technical committees and a stakeholder committee, and producing newsletters.

NJ TRANSIT Portal Bridge Capacity Enhancement Project, Kearny, NJ:

Project Manager for NJ TRANSIT and Amtrak's Portal Bridge Capacity Enhancement Project, Maura leads the stakeholder and agency coordination for the preliminary and final engineering phases, including facilitation of agency coordination meetings, and property owner interface. For the earlier Environmental Assessment/ Environmental Impact Statement phase of the project, she led the public involvement and agency coordination effort, requiring extensive outreach to a diverse population of stakeholders. Tasks included identifying key groups and interests, with particular attention to

Goethals Bridge Replacement EIS public scoping meeting

environmental justice principles; creation of a Regional Citizens' Liaison Committee; a Public Scoping meeting; elected official briefings and informational sessions; open houses; public hearings; development of a Technical Advisory Committee; and Agency Scoping.

New York State Thruway Authority/ New York State Department of Transportation Tappan Zee Hudson River Crossing Project, Westchester and Rockland Counties, NY: As Project Manager she managed public involvement for the Tappan Zee Project from 2001-2006 providing strategic input, overseeing community outreach centers, assisting with the establishment of a stakeholder committee and organizing public workshops.

Syracuse Metropolitan Transportation Council (SMTC) I-81 Public Participation, Phases 2 and 3, Syracuse, NY: Maura was a senior planner part of the HSH team working with SMTC to conduct the next phase of public information and involvement related to the future of the I-81 corridor on behalf of NYSDOT. Maura helped organize and manage a series of large public workshops to gather ideas and suggestions for the future of the corridor.

NJ TRANSIT Northern Bridge Preliminary Engineering Services, Bergen County, NJ: As Project Manager, Maura is leading the maintenance of a website for the NJ TRANSIT Northern Branch Corridor environmental assessment of re-introducing passenger rail on a freight line in Hudson and Bergen counties. In addition, she helped organize and moderate public hearings regarding the Draft Environmental Impact Statement.

OTHER KEY STAFF

1. Kuldip Singh, PE
2. Mary Ann Mason
3. Victoria Cross Kelly
4. Hal Kassoff
5. Edgardo Perez, PE, PTOE
6. Jennifer Grenier, AICP
7. Luc Senh
8. Alfred Kotchi, PE, PTOE
9. Gurvinder Dhami (NCG)
10. Thomas Pagani, PE
11. Michael Barbagallo, PE
12. William Haggerty, PLS
13. Ronald Rotunno, PE (NCG)
14. Richard Baron, PLS (NCG)
15. Tim Stanford, PE
16. Richard Szatkowski, PE
17. Sean McAuley, EIT
18. Kwang Ro, PE
19. Brad Kieves
20. Michael Folli
21. William Romaine (ASG)
22. Paul McEachen
23. Arthur Morrone
24. Feng Lu
25. Russell Baer (MNW)
26. Stamatia Petsios
27. Steve Balzano
28. Stephanie Camay
29. Veronica Bailey-Simmons (HSH)
30. Deborah Hartman
31. Tracee Strum-Gilliam

Firm
Parsons Brinckerhoff

Total Years of Experience
34

Education
B.S. Civil Engineering, Punjab University, India, 1977; M.S. Highway Engineering, Punjab University, India, 1978; M.S. Computer Science, New Jersey Institute of Technology, 1990

Employment History
1998 – Present: Parsons Brinckerhoff
1989 – 1998: Goodkind & O'Dea Inc.
1985 – 1989: Federic R Harris Inc.
1978 – 1984: Punjab State Electric Board

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2000 Lenox Drive
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Lawrenceville, NJ

KULDIP SINGH, P.E.

QA/QC

Qualifications to Perform in Proposed Role

- Well-versed in the important land service highway issues like ROW, Access, Utilities, Environmental, Cultural Resources, Traffic Control and Local Concerns etc
- He is familiar with the NJDOT's policies, procedures, standards, and set-up
- He knows the working practices of various NJDOT Bureaus

Relevant Project Experience

NJDOT, Route 22 Drainage Improvements, Hillside Township and City of Newark, New Jersey: project manager for the Preliminary Design of drainage improvements to mitigate the flooding problem in order to enhance traffic safety. Project involves preparation of a CED, utility engineering, access and ROW, community involvement, roadway drainage, geotechnical engineering, and construction staging.

NJDOT, Route 72 Bridges over Manahawkin Bay Henderson Memorial, Long Beach Island, New Jersey: project manager responsible for the Feasibility Assessment for the replacement of four structurally deficient bridges over Manahawkin Bay. The project is located in an environmentally sensitive area and involves the design of horizontal and vertical geometrics and highway sections, context sensitive design, development and evaluation of roadway and bridge design alternatives, development of a project video, and estimation of ROW, access, environmental impacts and preparation of the Feasibility Assessment Report.

Routes 73 and 30/Berlin Transportation Improvements, Berlin Township, Berlin Borough, Camden County, New Jersey: project manager responsible for the Final Scope Development, Initial and Final Design, and Construction Engineering Services of this $37M project. Project involves elimination of the Berlin traffic circle, widening of Route 73, new and upgraded signalized intersections with jughandles, major regional drainage improvements, a community outreach program, ROW documents, major utility relocations, local road relocations, design exceptions, a noise wall, environmental documents and permits, wetland mitigation site, and complex staged construction.

Case Boulevard/Route 202 Intersection Improvements, Raritan Township, New Jersey: project manager responsible for the Final Scope Development, Initial and Final Design. Project involves a new signalized intersection with jughandles, design of horizontal and vertical geometrics and highway sections, context sensitive design, drainage improvements, a community outreach program, ROW documents, utility relocations, local road relocations, design exceptions, CED, environmental studies, access modifications, bicycle and pedestrian compatibility, and staged construction.

Firm
Parsons Brinckerhoff

Total Years of Experience
17

Education
Master of City and Regional Planning, Rutgers University, 2000; Bachelor of Arts, English, Randolph-Macon College, 1996

Employment History
1998 – Present: Parsons Brinckerhoff
1998 – 1998: National Transit Institution
1995 – 1998: NJ Transit

Office Address
One Penn Plaza
New York, NY 10019

MARY ANN MASON

QA/QC

Qualifications to Perform in Proposed Role

- Specializes in the management and coordination of data collection, analysis and preparation of National Environmental Policy Act (NEPA) environmental documentation Evaluations for large-scale transportation projects.
- She is also well experienced with post-NEPA environmental compliance and monitoring during final design and construction.

Relevant Project Experience

Trans-Hudson Express (THE) Tunnel Project Final Design, New Jersey and New York: environmental compliance manager for the final design of the Access to the Region's Core (ARC) project. The project proposed the construction of two new commuter rail tunnels under the Palisades in New Jersey, the Hudson River, and the west side of Manhattan. As a key manager on the ARC Tunnel project's final design team, Ms. Mason was responsible for managing and overseeing the Post-NEPA Environmental documentation and Section 106 Cultural Resources Programmatic Agreement compliance.

Access to the Region's Core (ARC) Environmental Impact Statement (EIS), New Jersey and New York: deputy project manager for this EIS, conducted pursuant to the National Environmental Policy Act (NEPA). She was responsible for the coordination, preparation, production and quality control/quality assurance (QC/QA) of the DEIS/SDEIS/FEIS chapters, as well as compliance with Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act of 1966.

Baldwin Avenue Reconstruction Project, Weehawken, New Jersey: environmental task leader responsible for the preparation of NEPA categorical exclusion documentation and a Section 4(f) evaluation for improvements to Baldwin Avenue and its intersections with Port Imperial Boulevard/Harbor Boulevard/Waterfront Terrace and John F. Kennedy Boulevard East.

Exclusive Bus Lane (XBL) Capacity Enhancement Feasibility Study, Hudson County, New Jersey: environmental task leader responsible for environmental screening, development of evaluation criteria and impact analyses of bus lane improvements along Route 495 in Hudson County. She also developed a public participation program and corresponding materials, as well as participated in public outreach meetings.

Comprehensive Port Improvement Plan, Environmental Assessment, New Jersey and New York: planner for this EA of a comprehensive master plan for seven of the principal port sites in the Port of New York and New Jersey. She documented existing conditions surrounding four New Jersey port sites and performed a qualitative analysis of environmental impacts of potential port and associated transportation improvement options.

Firm
Parsons Brinckerhoff

Total Years of Experience
34

Education
Master's in City Planning, Harvard University, 1976; B.A., Barnard College, 1974

Employment History
2010 – Present: Parsons Brinckerhoff
1976 – 2010: PANYNJ

Office Address
One Penn Plaza
New York, NY 10019

VICTORIA CROSS KELLY

TECHNICAL ADVISOR

Qualifications to Perform in Proposed Role

- Vicky served as Director, Tunnels, Bridges and Terminals Department of The Port Authority of New York and New Jersey (PANYNJ) from 2005 until November 2010.
- She was responsible for the operations, security, capital improvement and operations of the four bridges and two tunnels linking New York and New Jersey, as well as two bus terminals in New York City, serving a total of 1.5 million people daily.

Relevant Project Experience

Director of Tunnels, Bridges & Terminals: Vicky was instrumental in gaining agency support for a $175 million project to replace the toll collection system in the agency's 80 toll lanes, responsible for $975 million annually in toll revenue. She oversaw the creation of a project management structure which developed the specifications and request for proposals (RFP) for the new toll system, as well as the establishment of teams working on policy issues associated with cashless tolling including interagency teams with other New York and New Jersey agencies.

PANYNJ, Bayonne Bridge Project, New Jersey: was responsible for the initial analyses and justification for the project to raise the roadway height of the Bayonne Bridge, an estimated $1 billion project.

PANYNJ, Goethals Bridge Project, New Jersey: Vicky directed the agency's team evaluating the options for a replacement for the Goethals Bridge, a $1.5 billion project, including the preparation of the National Environmental Policy Act (NEPA) environmental impact statement and later on, she helped gain support for the design/build/finance/maintain (DBFM) approach for financing a replacement bridge, including securing U.S. Department of Transportation support for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

She advanced the concept of the need for a replacement of the Lincoln Tunnel helix as well as the replacement of the George Washington Bridge suspender ropes, both projects of $1 billion or more, and secured preliminary design funding for both.

Firm
Parsons Brinckerhoff

Total Years of Experience
45

Education
M.S., Transportation, Northwestern University, 1966; B.S., Civil Engineering, City University of New York, 1965
Post-Graduate Program in Public Transportation, Carnegie Mellon University, 1977

Employment History
1998 – Present: Parsons Brinckerhoff
1978 - 1996: Maryland State Highway Admin
1972 - 1978: Maryland Department of Transportation

Office Address
1401 K Street
NW Suite 701
Washington, DC 20005

HAL KASSOFF

TECHNICAL ADVISOR

Qualifications to Perform in Proposed Role

- A senior vice president and principal professional associate, Hal serves in a nationwide leadership capacity in advancing and supporting Parsons Brinckerhoff's services to clients in leading-edge highway practice areas, with emphasis on policy planning, program management and project development.
- In recent years, he has led the development and delivered to clients as well as Parsons Brinckerhoff professional staff more than three dozen seminars and workshops on sustainable highways and context-sensitive solutions for clients and Parsons Brinckerhoff professionals across the country.

Relevant Project Experience

South Carolina Department of Transportation (SCDOT) Construction and Resource Manager: principal-in-charge for the landmark multiple-project program management assignment throughout the eastern half of the state. The goal of the project was to complete 27 years of work—and $5 billion in construction projects—in just 7 years by retaining two construction and resource managers—one of which was Parsons Brinckerhoff—to act as an extension of SCDOT staff. This was the first state DOT contract of its kind: while DOTs often use the services of consultants to supervise or deliver individual projects or a group of contracts for a large single undertaking, they do not normally turn to the private sector for help in managing multiyear, statewide improvement programs.

Louisiana TIMED (Transportation Infrastructure Model for Economic Development): program management assignment for the Louisiana Department of Transportation and Development. Hal assisted with the initial undertaking and serves as a member of the Louisiana TIMED joint venture board of control for this project—at $4 billion, the largest transportation program in Louisiana's history.

Washington State Department of Transportation (WSDOT): led a team advising WSDOT on a proposed approach and then served as principal-in-charge for the ensuing statewide program management effort. Services provided by Parsons Brinckerhoff include program delivery strategy development, program and project monitoring, forecasting, and reporting to support WSDOT's $15 billion capital construction program.

"Program Management: The Delivery System of Last Resort": this presentation on program management, developed by Mr. Kassoff and tailored to the needs of state departments of transportation, was given at a meeting on program management sponsored by the TRB as well as at a meeting of the Southern Association of State Highway and Transportation Officials.

Firm
Parsons Brinckerhoff

Total Years of Experience
12

Education
M.S., Transportation Engineering, New Jersey Institute of Technology, 2005; B.S., Civil Engineering, New Jersey Institute of Technology, 2001

Professional Licenses/Certifications
Profession Engineer: CT
Professional Traffic Operations Engineer (PTOE)

Employment History
2012 – Present: Parsons Brinckerhoff
2001 – 2012: The Louis Berger Group, Inc.

Office Address
Two Gateway Center
Suite 1803
Newark, NJ 07102

EDGARDO PEREZ, P.E., PTOE

TRAFFIC ANALYSIS

Qualifications to Perform in Proposed Role

- 12+ years working on traffic studies, traffic analyses and design
- Recent experience with NJDOT CD Process
- Experience working on EA/EIS studies
- Knowledgeable on using HCS and Synchro
- Familiar with PANYNJ and NJDOT standards

Relevant Project Experience

NJDOT/Somerset County, Route 22 Sustainable Corridor Long Term Improvements, Concept Development and Preliminary Engineering, Somerset County, NJ: Project Engineer assisting in the development of concept alternatives on Route 22 between the interchange of US 202/206 and I-287 (3 miles). The study follows the NJDOT Project Delivery Process for the Concept Development phase and the Preliminary Engineering phase. The main tasks under concept Development include formulating the Purpose and Need Statement (P&N); implementing the Public Involvement Action Plan (PIAP); identifying corridor deficiencies; traffic analysis, weaving area, signalized and unsignalized intersection; developing alternative comparison matrix, order of magnitude cost, and coordination with key stakeholders.

NJTA, Design and Environmental Permitting for Improvements at Interchange 8A, Cranbury, NJ: Project Engineer assisting in the development of future traffic volumes utilizing the North Jersey Regional Transportation Model – Enhanced (NJRTM-E), Origin and Destination survey, toll transaction data, and traffic counts to analyze and design for a planned direct connection between Interchange 8A and US 130. Impacts to local and regional travel were evaluated and final design/traffic mitigation measures recommendations provided.

Passaic County/NJTPA/NJDOT, Two Bridges Road Bridge Replacement Alternatives Analysis/Environmental Assessment, Passaic, Essex, and Morris Counties, NJ: Traffic Engineer assisting in the design and analysis of various alternatives for the proposed extension of West Belt Highway to a new Two Bridges Road bridge. The primary tasks included updating and developing the Alternatives Analysis Report, Environmental Assessment (EA), and Cultural Resources Eligibility/Effect Investigation. Tasks included updating traffic analyses at the critical locations for existing, no-build, and build conditions, evaluating O-D data, designing vertical alignments, coordinating bridge structural requirements and hydraulic analysis, assessing right-of-way impacts.

Firm
Parsons Brinckerhoff

Total Years of Experience
19

Education
B.S., Civil Engineering, University of Hartford, 1994

Professional Licenses/Certifications
American Institute of Certified Planners, 2009

Employment History
1994 – Present: Parsons Brinckerhoff.

Office Address
Two Gateway Center
Suite 1803
Newark, NJ 07102

JENNIFER GRENIER, AICP

TRAFFIC ENGINEERING

Qualifications to Perform in Proposed Role

- She has significant experience working with the NJDOT following the concept development and feasibility assessments process which include the identification of deficiencies, the development of various alternatives for transportation system improvements, and environmental documentation
- Hos worked with NJDOT delivery process on the Route 22 Corridor
- As project manager on the Pulaski skyway she has significant coordination with NJDOT, several departments at the PANYNJ, NJTA, NJTRANSIT, NJTPA and many other regional partners.

Relevant Project Experience

Transportation Management Plan for the Rehabilitation of the Pulaski Skyway, Jersey City, New Jersey: Project Manager for the development of a Transportation Management Plan (TMP) to mitigate the impacts on travel while the Pulaski Skyway will be closed full time in the northbound direction for two years. Jenn is leading the TMP Task Force that includes local officials and EMS from three cities, multiple departments and subject matter experts from NJDOT, the PANYNJ, the NJ Turnpike Authority, NJTRANSIT, NJTPA, TransCom, and the local TMA's. Strategies will address Incident Management, Traffic Control and Operations, Travel Demand Management and Transit, Public Outreach, ITS, and Construction and Contracting.

Route 1&9 Corridor Study, Union County, New Jersey: project manager for this safety-focused circulation study examining transportation needs along an eight mile segment of US Route 1 & 9 in Elizabeth, Linden, and Rahway Cities The study summarized the existing conditions for vehicular and pedestrian traffic, including an analysis of crash incidence and a review of appropriate NJDOT management systems data. Reviewed existing land use and environmental conditions, as well as a summarized of existing transit service within and across the corridor.

Widening and Rehabilitation of Route 72 Bridges over Manahawkin Bay Henderson Memorial, Ocean County, New Jersey: public involvement coordinator for the Preliminary and Final Design of the widening and rehabilitation of the Route 72 bridges over Manahawkin Bay. Jenn assisted in coordinating public hearing, developing and maintaining project website content, and provided the quality review for the Environmental Assessment and FONSI documents (FHWA) which detailed the project purpose and need, alternatives analysis, environmental screening and resource avoidance and potential mitigation measures.

Firm
Parsons Brinckerhoff

Total Years of Experience
24

Education
M.S., Transportation Planning and Engineering, Polytechnic University at Brooklyn, 1996; B.S., Civil Engineering, Manhattan College, 1991

Employment History
1989 – Present: Parsons Brinckerhoff

Office Address
One Penn Plaza
New York, NY 10019

LUC SENH

TRAFFIC SIMULATION/MODELING

Qualifications to Perform in Proposed Role

- More than 20 years of experience in transportation engineering, travel demand forecast and traffic simulation modeling, with extensive experience in design and planning projects.
- Helped develop the Goethals Transportation Model (GTM) for the Goethals Bridge Replacement project.

Relevant Project Experience

Goethals Bridge Replacement, New Jersey and Staten Island, New York: conducted travel demand forecasting for the Port Authority. He conducted travel demand modeling of the base year, future year no-build and future year Goethals Bridge screening alternatives. Luc helped develop the GTM based on NYMTC's BPM by significantly expanding and enhancing it to represent more accurately the travel characteristics of the Hudson River Crossing trips. These model enhancements included: use of disaggregated smaller model zones to provide finer geographical resolution of the New Jersey counties of Union, Hudson and Essex; adoption of zonal socio-economic-demographic data forecast developed by the North Jersey Transportation Planning Authority (NJTPA) for the New Jersey zones; detailed uni-directional representation of the Goethals Bridge and Outerbridge Crossing corridor highways; further refinement and calibration of Hudson River crossing trip origin-destination characteristics, through iterative use of county-to-county adjustment factors of BPM; and recalibration of the GTM base year travel demand with focus on the Hudson River crossing trips. Employing the enhanced and updated GTM, travel demand forecasts were conducted for 2030 no-build and build alternatives as part of the alternative screening process.

Goethals Bridge Replacement Draft Environmental Impact Statement (DEIS), New York/New Jersey: the project encompassed analysis of multiple alternatives including congestion pricing, managed lane and capacity improvements. He coordinated and developed an O&D based VISSIM model. He devised methods to calibrate and simulate the toll plaza to reflect electronic toll payment and high occupancy use restrictions

LaGuardia Airport (LGA) VISSIM Traffic Simulation Model Development: Luc led the development of VISSIM model for the Authority to support the modernization of the LGA Central Terminal, including analysis of the airport parking facilities. The parking analysis included assessment of parking utilization, individual lot parking during and development of parking time distribution to allow VISSIM model to assign and distribute vehicle to appropriate parking facilities according to time of day and the available capacity. Additionally, Luc devised strategies to develop the VISSIM model into two integrated components in order to provide timely results for the design team to analyze various alternatives.

Firm
Parsons Brinckerhoff

Total Years of Experience
26

Education
B.S., Civil Engineering, Pennsylvania State University, 1987

Professional Licenses/Certifications
Professional Engineer: New Jersey, 1995; Pennsylvania, 1992

Employment History
1987– present: Parsons Brinckerhoff

Office Address
2000 Lenox Drive,
3rd Floor
Lawrenceville, NJ 08648

ALFRED KOTCHI, P.E.

MPT/CONSTRUCTABILITY

Qualifications to Perform in Proposed Role

- Lead traffic engineer for US Route 1&9T
- Familiar with NJDOT standards
- Interchange experience in New Jersey

Relevant Project Experience

US Route 1&9T, Jersey City, New Jersey: Lead Traffic Engineer responsible for the development of contract documents for initial operational improvements to two existing traffic circles exhibiting extremely high accident trends as part of a larger project to replace St. Paul's Avenue Viaduct. Later project requires construction of viaduct on new alignment and complex ramp connections. Projects include development of signing/striping plans, including the need for complex overhead signing and concise ground signing for tight geometric conditions; traffic signal/electrical plans; signal timing plans, including two closely spaced locations and one signalized circle; and traffic control and staging plans. Design development also required close coordination with adjacent construction projects to the east and west.

Mullica River Bridge Rehabilitation and Widening, New Jersey: Lead Traffic Engineer for the rehabilitation and widening of the GSP over Mullica River. Al is responsible for oversight of signing, pavement marking and MPT design development plans and report development from Phase A through Phase D design submissions for two construction contracts: one for construction and shifting of traffic to the new bridge, the other for rehabilitation of the existing bridge. Project includes provisions to maintain capacity for two lanes on the existing bridge during rehabilitation to accommodate any unanticipated event that closes one direction of the new bridge.

Route 1, Section 7L, Middlesex County, New Jersey: Lead Traffic Engineer for final design services of this capacity improvement and bridge replacement project on a major arterial in a highly urbanized section of Central New Jersey. The project will widen approximately 2.5 miles of roadway, widen one bridge and remove another, and reconfigure multiple intersections. Responsibilities included oversight of design plan preparation, including signing/striping, signal, electrical and traffic control/staging plans; coordination with other disciplines; construction engineering support services. Traffic signal design included signal timing schedules, signal progression analysis and temporary traffic signal design during construction.

Firm:
Advantage Engineering Associates, P.C.

Total Years of Experience:
21

Education:
B.S., Electrical Engineering, 1988, Punjab University, M.S., Electrical Engineering, 1995, NJIT

Professional Licenses/Certifications:
Professional Engineer: NJ, NY, Delaware, and Pennsylvania

Employment History
2004 – Present: Advantage Engineering Associates, P.C.
1992-2004: Arora and Associates, P.C.

Office Address:
101 Interchange Plaza, Suite #308
Cranbury, NJ 08512

GURVINDER S. DHAMI, P.E.

ITS AND ELECTRICAL

Qualifications to Perform in Proposed Role

- Over 21 years' experience in roadway lighting, electrical and ITS design experience
- Familiar with NJDOT, NJTA and PA roadway lighting and electrical design requirements
- Performed Roadway Lighting, Electrical and ITS Designs from inception thru final design and construction
- Hands on experience with NJDOT approved computer aided lighting design software programs such as CALAPro and Visual
- Provided roadway lighting and electrical design for major interchanges in New Jersey
- Familiar with NEC, NESC and FHWA requirements

Relevant Project Experience

NJDOT, I-295/I-76 and Route 42 Direct Connection, Camden, NJ: As Lighting/Electrical/ITS Design Task Leader Provided Lighting/Electrical and ITS design for roadway and sign lighting and ITS facilities such as CCTV cameras, DMS signs and travel time systems on this major interchange improvements project in New Jersey. Responsible for performing warrant analysis, photometric calculations, preparing construction plans, construction details including single line diagrams, wiring diagrams for load centers, fiber assignment diagrams, block diagrams, performing electrical load, voltage drop and conduit fill calculations. Lighting/ITS designs were prepared in accordance with NJDOT design manual and plans were prepared in accordance with NJDOT CADD standards.

NJDOT, Route 21 Section 2N, Newark, NJ: Lighting/Electrical Task Leader provided roadway lighting, sign lighting and underdeck lighting design for Route 21 viaduct, Rt. 1&9/RT 21/RT 22 Interchange on the north side and Route 21 and Broad Street Interchange on Newark side. Lighting was provided using NJDOT HPS luminaires with mast arms and aluminum lighting standards, architectural lighting was provided along Route 21 with Newark City Jurisdiction. Performed warrant analysis, lighting, voltage drop, and conduit fill calculations.

PANYNJ, Goethals Bridge Replacement Project BID Phase, NJ and NY: Lighting / Electrical task leader for preparation of bid documents and proposal design for bridge and approach lighting, pedestrian/bicycle sidewalk lighting, and navigation and aviation warning systems for this Design-Build-Operate project. He studied cost-effective alternatives for obtaining optimal bridge, pedestrian/bicycle sidewalk, and approach roadway lighting levels for the project. He performed coordination with different engineering disciplines and contractor. Lighting design was prepared in accordance with IESNA guidelines and PANYNJ project requirements. Plans were prepared in accordance PANYNJ CADD standards.

Firm
Parsons Brinckerhoff

Total Years of Experience
29

Education
B.S., Civil Engineering, Rutgers University, 1982

Professional Licenses/Certifications
Professional Engineer: New Jersey, Pennsylvania, 1992 Florida, 2004, Connecticut

Employment History
2001 – Present: Parsons Brinckerhoff
1995 – 2001: DMJM + Harris Inc.
1992 – 1995: NJDOT

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2000 Lenox Drive,
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Lawrenceville, NJ 08648

THOMAS PAGANI, P.E.

ROADWAY GEOMETRICS

Qualifications to Perform in Proposed Role

- 29 years of professional experience in the preparation of contract plans and documents, geometric highway design, highway drainage design and the preparation of construction cost estimates for highway and site development projects
- Experience with PANYNJ and NJDOT

Relevant Project Experience

Garden State Parkway Replacement of the Great Egg Harbor River Bridge, Upper Township and Somers Point, New Jersey: highway task leader for Final Design of the construction of a new southbound bridge ond roadway approaches. Duties involved horizontal and vertical geometric design for an interim cross-over alignment and for the final roadway alignment, construction staging, preparation of roadway plans and specifications, cost estimating.

Atlantic City Expressway Westbound Widening, Milepost 8 to 31, Camden and Atlantic County, New Jersey: deputy project manager and highway task leader for 24-mile-long roadway widening project. Responsibilities included coordination with task leaders and subconsultants, geometric highway design, design exception analysis, guiderail design and roadway plan preparation for preliminary design phase.

PANYNJ, Baldwin Avenue Intersection Improvements, Roseland Properties, Weehawken, New Jersey: project manager for final design and construction services of the relocation and reconstruction of the existing intersection of Baldwin Avenue with Port Imperial Boulevard and Harborside Drive. The relocated intersection has a fourth leg added (Waterfront Terrace) and controlled by traffic signals. Project involved re-alignment of intersection, drainage improvements, right-of-way (ROW) acquisition, utility relocation, coordination with Port Authority of New York & New Jersey (PANYNJ), New Jersey Transit and Township of Weehawken, New Jersey Department of Environmental Protection (NJDEP) permits and hazardous waste removal.

NJDOT, Route 17 Over I-80 Bridge Deck Replacement, City of Hackensack, New Jersey: highway task leader responsible for preliminary design of this bridge deck replacement project which includes roadway approach improvements and ramp realignment. Managed tasks include developing geometric design including baselines, profiles, highway sections, grading, design exception evaluation and critical cross sections as part of this phase of work.

Firm
Parsons Brinckerhoff

Total Years of Experience
28

Education
B.S., 1990, Civil Engineering (Manhattan College)

Professional Licenses/Certifications
Professional Engineer: New York, 1997

Employment History
2004 – Present: Parsons Brinckerhoff
1984 – 2004: HNTB

Office Address
One Penn Plaza
New York, NY 10019

MICHAEL BARBAGALLO, P.E.

CONCEPT DEVELOPMENT

Qualifications to Perform in Proposed Role

- Extensive experience in the design and development of horizontal and vertical roadway alignments, design of roadside appurtenances, grading and drainage, and the preparation of construction details for various highway and bridge reconstruction projects.
- Worked with the PANYNJ and was the project engineer on the Goethals Bridge Replacement EIS

Relevant Project Experience

PANYNJ, Bayonne Bridge Replacement of Main Span Roadway and Approach Structures: Civil Lead Engineer responsible for preparing the final Civil design to raise the Bayonne Bridge. Responsibilities include the design of both horizontal and vertical alignments for the Route 440 mainline and interchange ramps in both the New York and New Jersey portions of the project, grading and drainage design, signing and striping, preparation of typical sections and construction details, pavement design, roadside design and the design of roadside appurtenances, site development for two new MEP buildings and a storage building, preparation of specifications and an engineers estimate.

PANYNJ, Lincoln Tunnel Helix- He was the Civil Lead Engineer responsible for preparing conceptual alternatives for the replacement of the Lincoln Tunnel Helix (LTH). Responsibilities included the conceptual design for various tunnel and interchange reconstruction alternatives extending from the New Jersey Turnpike to the existing toll plaza. The alternatives involved the design of new fly over ramps for connecting roadways to provide express bus access to NJ Route 3 and the NJ Turnpike interchanges. Other responsibilities included: conceptual construction staging for the tunnel alternatives, development of design criteria for the Civil portion of the project, and participated with the preparation of a design report to discuss existing conditions and proposed alternatives.

PANYNJ, Goethals Bridge Replacement EIS, Staten Island, NY– Project engineer participating on an Environmental Impact Statement for the replacement of the Goethals Bridge. Responsibilities included the preparation of horizontal and vertical alignment for various alternatives for the proposed main span and both New York and New Jersey approaches, preparation of preliminary roadway typical sections, preparation of construction staging, identify impacts to Right-of-Way and surrounding existing features due to the various alternatives, participated with the preparation of order of magnitude cost estimates for the various alternatives. Other responsibilities included preparation of design alternatives for the reconstruction of Interchange 13 on the New Jersey Turnpike with the New Jersey approach to the Goethals Bridge and connections to local streets.

Firm
Parsons Brinckerhoff

Total Years of Experience
29

Education
A.S., Surveying Technology, Temple University, 1986; A.S., Civil Engineering, Temple University, 1982

Professional Licenses/Certifications
Professional Engineer: New Jersey, 1991); Pennsylvania, 1994; New York, 2008

Employment History
2005 – Present: Parsons Brinckerhoff
2004 – Lord Warren + Richter
1998-2004: Medina Consultants
1997-1998: Fiorevanti

Office Address
2000 Lenox Drive,
3rd Floor
Lawrenceville, NJ 08648

WILLIAM HAGGERTY, PLS

ROW/ACCESS

Qualifications to Perform in Proposed Role

- 29 years of survey experience on interchange and bridge projects
- NJDOT experience

Relevant Project Experience

Garden State Parkway Mullica River Bridge Rehabilitation and Widening, MP 48.5 to 4.7, Atlantic and Burlington Counties, New Jersey: survey team leader responsible for topographic survey, project control, profile and cross sections of highways, and supplemental survey and property surveys for right-of-way (ROW) mapping and preparation of easements, property line analysis, responsible for coordination and development of Tidelands parcels with the New Jersey Department of Environmental Protection (NJDEP) and preparation of right-of-way documents and deed descriptions in accordance with the requirements of the New Jersey Map Filing Law.

U.S. Route 22 over Liberty Avenue and Conrail, Union County, New Jersey: survey team leader responsible for supplemental survey and property surveys for right of way mapping, property line analysis and preparation of right of way documents and deed descriptions in accordance with the requirements of the New Jersey Map Filing Law.

Route 22 Drainage Improvements, Newark, New Jersey: survey team leader responsible for supplemental surveys that included project control, existing drainage survey and property surveys for right-of-way mapping, property line analysis and preparation of right-of-way documents and deed descriptions in accordance with the requirements of the New Jersey Map Filing Law.

Route 23 Sussex Boro, Sussex County, New Jersey: survey team leader responsible for topographic survey, baseline surveys, profile and cross sections of highways, and supplemental survey, and property surveys for ROW mapping and preparation of easements, property line analysis and preparation of right of way documents and deed descriptions in accordance with the requirements of the New Jersey Map Filing Law.

Route 49 & 55 Interchange Improvements, Cumberland County, New Jersey: He was the survey team leader responsible for the establishment of project control, baseline surveys, highway profile and cross-sections and property surveys for right-of-way mapping. He was also responsible for the establishment of existing right-of-way and property lines analysis in accordance with the requirements of the New Jersey Map Filing Law.

Firm:
Naik Consulting Group, P.C.

Total Years of Experience
32

Education
Bachelor of Technology, Transportation, Pennsylvania State University

Professional Licenses/Certifications
Professional Engineer, NJ Professional Engineer, PA; DE; MD

Employment History
2008 – Present: Naik Group
2004 – 2008: InfraMap
1999 – 2004: French & Parrello
1991 – 1996: Schoor DePalma

Office Address
200 Metroplex Drive, Suite 403
Edison, NJ 08817

RONALD R. ROTUNNO, P.E.

UTILITIES

Qualifications to Perform in Proposed Role

- PM for PANYNJ Call-in Civil Agreements
- QA/QC for PANYNJ SUE Surveying Services
- Civil/Utility Task leader for NJDOT On-Call GEC utilizing NJDOT Capital Delivery Process
- Civil/Utility Task Leader for FHWA led projects

Relevant Project Experience

PANYNJ, Call-In Professional Civil Engineering Services: Project Manager to provide call-in civil engineering services for various projects throughout the Port Authority's airport, bridge, tunnel, harbor and facilities complexes.

PANYNJ Professional SUE Surveying Services, NY & NJ:
QA/QC Manager for professional subsurface utility surveying services including subsurface utility designating, locating and test holes services. Project duties included coordination of all functions of this contract, management of multiple projects, final QA/QC check, coordination with field crews, maintaining project schedule, review of budgets and invoices, coordination with subconsultants, client contact, and supervision of all utility and survey disciplines.

NJDOT On-Call GEC Term Agreement, Various Locations, NJ, 2008-2011: On-call general engineering services for NJDOT. Projects included:

- **NJDOT Route 35 Over Heards Brook, Woodbridge Township, NJ:** Utility Task Leader for the in-kind replacement of the concrete culvert. Supervised the preparation of utility contact letter no. 1 & 2, utility agreements, utility relocation schemes and design – construction plans, utility agreement plans, utility checklists and approval, preparation of specifications (Special provisions), attended meetings with NJDOT PM, and utility owners, prepared "master plan" for the project.
- **Route 35 Over Woodbridge Creek, City of Perth Amboy, NJ:** Utility Task Leader for the in-kind replacement of the concrete culvert. Supervised the preparation of utility contact letter no. 1 & 2, utility agreements, utility relocation schemes and design – construction plans, utility agreement plans, utility checklists and approval, preparation of specifications (Special provisions), attended meetings with NJDOT PM, and utility owners, prepared "master plan" for the project. Experience with Steps and Procedures with Utility Accommodation Policy and NJDOT Capital Project Delivery Process.

Firm
Naik Consulting Group, P.C.

Total Years of Experience
32

Education
New Jersey Institute of Technology,
Middlesex County College

Professional Licenses/Certifications
Professional Land Surveyor: NJ

Employment History
2004 – Present: Naik Group
1999 – 2004: AI Associates
1994 – 1999: Frank Smith Surveyors

Office Address
200 Metroplex Drive
Suite 403
Edison, NJ 08817

RICHARD C. BARON, PLS

SURVEY/MAPPING

Qualifications to Perform in Proposed Role

- PM for PANYNJ Call-in Survey Civil
- Survey Manager for NJDOT On-call Survey service
- Survey Manager for projects following NEPA process

Relevant Project Experience

PANYNJ Call-In Survey Services, NY & NJ: Project Manager for four three year Port Authority Term Agreements to provide topographic and boundary survey services for various projects throughout the Port Authority's airport, bridge, tunnel, harbor and facilities complexes. Representative services include boundary surveys, topographic /grid surveys, structural surveys, drainage surveys, abstract request mapping, cross section and profile surveys, location surveys, control point monumentation and photogrammetric control.

PANYNJ, Bayonne Bridge, Biennial Inspection Bayonne, NJ & Staten Island: Survey Manager with overall responsibility for project including field survey, and office technical support services for biennial bridge inspection. The project involved establishing Horizontal and Vertical control, hydrographic survey using specialized sub-aqueous and bottom profiling equipment along with Differential Global Positional System (DGPS) equipment, cross section and profiles along the piers. Plans prepared in AutoCAD.

NJDOT, Survey Services – 3-Year Term Agreement: Field supervision and coordination of all surveying, ROW and base mapping required for NJDOT roadways, bridges, and structures on accelerated schedules for various NJDOT projects ranging from resurfacing projects, bridge decks, intersection improvements, sign structures, maintenance projects, and drainage projects. Representative services include baseline surveys, boundary surveys, topographic /grid surveys, structural surveys, drainage surveys, abstract request mapping, profile and cross sections for highways, preparation of ROW Maps (ETM, GPPM, IPM) with parcel descriptions, location surveys, riparian surveys, bridge load monitoring/ deformation surveys, hydrographic surveys, utility surveys, control point monumentation and photogrammetric control.

NJDOT, Route 46 Rehabilitation, Mount Olive Township, Netcong Borough, and Roxbury Townships, NJ: Under our current NJDOT General Engineering Term Agreement, responsible for the survey control and field editing based on the photogrammetry and mapping all in accordance with the NJDOT survey standards. This project was on an accelerated schedule due to it starting out as a Stimulus funded project. Project followed NEPA Process.

Firm
Parsons Brinckerhoff

Total Years of Experience
29

Education
B.S., Civil Engineering, Rutgers University, 1982

Professional Licenses/Certifications
Professional Engineer: New Jersey, 1988; Pennsylvania, 1992, Florida, 2004 Connecticut

Employment History
2008 – Present: Parsons Brinckerhoff
2006 – 2008: Osceloa County
1989 – 2006: Parsons
1988 – 1989: The Chester Partnership
1986 – 1988: Anderson, Ballis & Lindstrom
1984-1986: Beardslee Engineering
1982 – 1984: Army Corps of Engineering

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2000 Lenox Drive,
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TIM STANFORD, P.E.

DRAINAGE/STORMWATER

Qualifications to Perform in Proposed Role

- Assisted in the preparation of an EA for St. Paul's Avenue Viaduct replacement and Route 23 Sussex Bypass
- Experience with both the PANYNJ and NJDOT

Relevant Project Experience

PANYNJ Goethals Bridge Replacement – Design Build Pursuit, Elizabeth, NJ and Staten Island, NY: Drainage/ Stormwater Lead for the Design/Build Pursuit Team, for developing 30% plans for the replacement of the existing Goethals Bridge with a new cable-stayed bridge on a new alignment of Route I-278, with connections to the NJ Turnpike Interchange 13 (in NJ) and the existing Goethals Bridge Toll Plaza in Staten Island. Drainage design responsibilities included scupper design along the approach roadways, drainage conveyance system design per Port Authority standards and design of the stormwater management systems per NJ and NY standards.

Route U.S. 1 & 9T St. Paul's Avenue Viaduct Replacement, Hudson County, New Jersey Provided coordination between various subconsultants and assisted in the preparation of an Environmental Assessment for the reconstruction of the St. Paul's Avenue Viaduct and ramp connections with Route 1&9, Route 7, Route 139 in Jersey City. Prepared a preliminary stormwater system layout and designed several stormwater management basins. He prepared NJDEP permit applications including a Waterfront Development Permit, NJDEP Stream Encroachment permit and a General Freshwater Wetlands permit. Coordination with the US Army Corps of Engineers was also required for the construction of a stormwater outfall into the Hackensack River.

Route 23 Sussex Bypass and Papakating Creek Bridge, Sussex, New Jersey: team leader responsible for the coordination of various environmental technical studies including air quality, noise, ecology, hazardous waste screening and cultural resources investigation. He prepared the draft environmental assessment (EA) and Section 4(f) statement for submission to the New Jersey Department of Transportation (NJDOT). He prepared wetland delineation plans and LOI application for submission to the NJDEP. He also coordinated the utility relocation process including meeting with the utility companies to determine their existing facilities, developing schemes of accommodation to relocate those utilities impacted by the proposed improvements and develop a utility test pit program to determine conflict points.

Firm
Parsons Brinckerhoff

Total Years of Experience
30

Education
B.S., Civil Engineering, Rutgers University, 1983

Professional Licenses/Certifications
Professional Engineer: New Jersey, 1989; Pennsylvania, 1995

Employment History
1987 – Present: Parsons Brinckerhoff
1984 – 1986: STV/Sanders & Thomas
1983 – 1984: NJDOT

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2000 Lenox Drive,
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RICHARD SZATKOWSKI, P.E.

RETAINING WALLS

Qualifications to Perform in Proposed Role

- He has performed inspection and analysis, as well as design services, for both highway and railroad structures
- He has served as the project manager on NJDOT Sign, Traffic signal and lighting structures investigation

Relevant Project Experience

New Jersey Turnpike Section 1 Widening Project, New Jersey: supervising structural engineer responsible for various aspects of preliminary and final design of five, curved girder, ramp bridges. He also performed a quality review of numerous sign structures and retaining wall structures that were prepared by sub-consultants for the same project.

Route 4 and Palisades Avenue Feasibility Assessment, Teaneck, New Jersey: supervising structural engineer responsible for developing design alternatives and cost estimates for the replacement of an existing 8-span bridge.

NJDOT, Sign, Traffic Signal, and Lighting Structures Investigation – Initial and Final Phases, Statewide, New Jersey: project manager responsible for the structural design and analysis of various NJDOT sign, traffic signal, intelligent transportation systems (ITS) and lighting structures to check their adequacy with respect to revised fatigue and wind load requirements. Also responsible for submitting a study to investigate the potential use of monotube sign structures in New Jersey.

2005 Annual New Jersey Turnpike Bridge Inspection Program – Part B, New Jersey: lead inspector of bridges in District 4, and responsible for preparation of the District 4 and District 8 inspection reports. He also performed project management duties such as budget control, quality review, and project scheduling while serving as the deputy project manager for this project.

Inspection of 112 Cantilever and Overhead Sign Structures, New Jersey: deputy project manager and lead inspector responsible for assisting the project manager with budgets and schedule, and for the inspection, report preparation and quality review of numerous cantilever and overhead sign structures in southern New Jersey. He also assisted with traffic control coordination.

Goethals Bridge Inspection, New Jersey/New York: lead inspector and responsible for the verification inspection of the Goethals Bridge. He prepared a 62-page inspection report as part of a modernization program and environmental impact statement (EIS).

Firm
Parsons Brinckerhoff

Total Years of Experience
4

Education
M.S., Civil Engineering, Rutgers University, estimated 2014; B.S., Civil Engineering, Lafayette College, 2009

Professional Licenses/Certifications
EIT Pennsylvania, 2009

Employment History
2009 – present: Parsons Brinckerhoff

Office Address
2000 Lenox Drive,
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SEAN MCAULEY, EIT

SIGN STRUCTURAL

Qualifications to Perform in Proposed Role

- Structural engineer on Route 72 Manahawkin Bay Bridges
- Experience with FHWA, NEPA and NJDOT

Relevant Project Experience

Garden State Parkway Shoulder Restoration and Improvements Milepost 83.5 to 88.5, New Jersey: structural engineer responsible for the design of 4 new mainline bridges over local roads. The new bridges consist of steel plate girder superstructures and integral abutments. Other items designed include MSE retaining walls. Additional duties included structural plan development, geometry calculations and generation of cost and quantities.

SJTA, Atlantic City Expressway to Atlantic City Airport Direct Connector, New Jersey: structural engineer responsible for preparing final design for the 3 ramps connecting ACE traffic to local roads leading to the Atlantic City Airport. The new bridges consist of curved steel plate girders, concrete hammerhead piers (including one post tensioned integral pier), and stub abutments. Additional duties included structural plan development, geometry calculations, generation of cost and quantities, review of design and plans for sub consultant designed retaining walls and sign structures.

NJDOT, Route 72 Manahawkin Bay Henderson Memorial Bridges, Township of Stafford, New Jersey: structural engineer responsible for the final design of the new high level bridge over the Manahawkin Bay. The new bridge consists of precast bulb Tee pretensioned concrete girders, concrete hammerhead piers, post-tensioned concrete segmental piers and stub abutments. Additional duties included structural plan development, geometry calculations and generation of cost and quantities.

Pulaski Skyway Renovation, Jersey City, New Jersey: structural engineer responsible for the creation of part of a 3D finite element model used to analyze the seismic performance of the 3 ½ mile long Pulaski Skyway. Also responsible for a deck replacement study involving lightweight prefabricated decks with numerous construction constraints, including night time only construction. Additional duties included floorbeam extension design for ramp widening and the generation of cost and quantities.

New Jersey Turnpike Widening Section 1, Mansfield, New Jersey: structural engineer responsible for the substructure and bearing design for 5 curved girder steel bridges. Additional duties included thermal and seismic analysis, structural plan development, geometry calculations, generation of cost and quantities, and shop drawing review during construction services.

Firm
Parsons Brinckerhoff

Total Years of Experience
23

Education
Ph.D., Civil and Environmental Engineering, Rutgers University, 1994;
M.S., Civil and Ocean Engineering, Stevens Institute of Technology, 1989;
B.S., Civil Engineering, Kon Kuk University, 1985

Employment History
1994 – present: Parsons Brinckerhoff
1990 – 1994: Rutgers University
1986 – 1987: Nam Kang Engineering
1985 – 1986: Kon Kuk University

Office Address
2000 Lenox Drive,
3rd Floor
Lawrenceville, NJ 08648

KWANG RO, PHD, P.E.

GEOTECHNICAL

Qualifications to Perform in Proposed Role

- He has extensive experience in the conduct of studies, preparation of designs, and performance of construction-related geotechnical services for a wide array of bridge, highway, transit and subsurface investigation projects.
- Geotechnical engineering task leader on the NJDOT Route 72 Bridges

Relevant Project Experience

NJTA, New Jersey Turnpike Widening—Section 1, New Jersey: geotechnical task leader responsible for the final Turnpike Widening Program—Section 1. Main tasks are geotechnical analyses, foundation design using 3 to 8-foot-diameter drilled shafts and 14 to 24-inch-diameter pipe piles, geotechnical analysis, ground improvement, pavement evaluation, and preparation of foundation report.

NJDOT, Widening and Rehabilitation of Route 72 Henderson Memorial Bridges over Manahawkin Bay, Stafford Township to Ship Bottom Borough, Ocean County, New Jersey: construction of a new 2,500-foot-long prestressed concrete bridge over Manahawkin Bay, parallel to the existing Manahawkin Bay Bridge and the rehabilitation of the existing 2,500-foot-long Bay Bridge and three 500-foot-long trestle bridges on the Route 72 causeway. Geotechnical engineering task leader responsible for the subsurface exploration program, a laboratory testing program, and in-situ soil testing.

NJDOT, Route 1 and 9T (25) Ultimate Improvements, New Jersey: geotechnical engineering task leader responsible for the supervision of drilling, preparation and evaluation of a laboratory testing program, design of deep foundations for bridges, and analysis of the settlement and stability of embankments. The embankment and retaining wall analysis included development of a preloading program and staged embankment and retaining wall construction.

I-80 Section 5W & 10L, Bergen County, New Jersey: widening and rehabilitation along a length of about 2 miles (. Involved foundation analysis for the widening and rehabilitation, including three bridges on Route 80 eastbound; foundation design for noise barrier walls; conducting external and internal stability analyses for the geogrid reinforced embankment slopes; designing tie-back systems to seismically retrofit the existing retaining wall and wing wall system; conducting pile group analysis for the bridge foundations and performing wave equation analysis with GRLWEAP computer program.

Firm
Parsons Brinckerhoff

Total Years of Experience
10

Education
Master of Urban Planning, Hunter College of the City University of New York, 2000; B.S., Environmental Studies, University of Vermont, 1995

Employment History
2008 – Present: Parsons Brinckerhoff
2001 – 2007: New York City Department of Planning
1998 – 1999: Metrocommute

Office Address
One Penn Plaza
New York, NY 10019

BRAD KIEVES

LAND USE/PARKLAND/DISPLACEMENT ACQUISITION

Qualifications to Perform in Proposed Role

- Brad was a senior project manager in the Environmental Assessment and Review Division at the New York City Department of City Planning, where he gained extensive experience in managing and conducting environmental reviews, including both environmental assessment statements (EAS) and environmental impact statements (EIS).

Relevant Project Experience

NYCSCA, SEQRA Reviews, New York City: the NYCSCA is responsible for the construction of new schools and school additions throughout the city to alleviate overcrowded conditions. Parsons Brinckerhoff has been retained by the NYCSCA to provide site planning, acquisition and SEQRA support for their citywide capital program. To date, he has served as task leader and assisted in managing the preparation of the SEQRA environmental assessment forms (EAFs) and supplemental technical studies for a proposed new school in the South Street Seaport Historic District of Manhattan; a proposed new school in the Bronx, which also required the preparation of a Department of Housing and Urban Development (HUD) National Environmental Policy Act (NEPA) Part 58 Environmental Assessment (EA) for disposition approval of the site by HUD; the expansion of an existing historic school building in Brooklyn; and a SEQRA EIS for a new replacement school in Brooklyn.

NYCDOT, Park Avenue Tunnel Rehabilitation, New York City: assisted in the preparation of the NYCDOT draft design report for this project to rehabilitate the Park Avenue Tunnel in Midtown Manhattan. He had primary responsibility for the environmental sections of the design report, including documentation of the project's status as SEQRA Type II action and the environmental documentation in support of a NEPA Categorical Exclusion.

NYCDOT, Seismic Retrofit and Rehabilitation of the Macombs Dam Bridge, New York City: prepared a SEQRA-compliant EA and the environmental documentation in support of a NEPA Categorical Exclusion for this project, which consists of extensive structural improvements to the Macombs Dam Bridge, a designated New York City landmark. In addition, he prepared the New York State Coastal Management Program (CMP) and New York City Waterfront Revitalization Program (WRP) consistency assessments for the project, which included the completion of the Federal CMP Consistency Assessment Form, the New York City WRP Consistency Assessment Form and a written assessment of the project's consistency with the applicable policies of each program.

Firm
Parsons Brinckerhoff

Total Years of Experience
13

Education
B.S., Environmental Science, Rutgers University, 1995
Minor, Natural Resource Management, Rutgers University, 1995
Additional Training: The Rutgers University Wetland Delineator Program, 2000

Employment History
2004 – Present: Parsons Brinckerhoff
1997 – 2004: DMJM + Harris Inc.

Office Address
2000 Lenox Drive,
3rd Floor
Lawrenceville, NJ 08648

MICHAEL FOLLI, PHD, P.E.

WETLANDS, ECOLOGY AND THREATENED ENDANGERED SPECIES

Qualifications to Perform in Proposed Role

- Michael is an environmental scientist at Parsons with experience in data collection and the incorporation of this data into environmental assessments and other environmental reports.
- He has prepared EA and environmental screening reports for many NJDOT projects

Relevant Project Experience

NJDOT, Route U.S. 139 (1) Improvements, Jersey City, New Jersey: assisted in the preparation of the environmental assessment and the socioeconomic/land use technical environmental study. He was responsible for collecting and interpreting city and county employment and housing data. He also prepared hazardous waste screening technical environmental studies for the Route 139 improvement project to determine the presence of and/or potential for contaminated sites within the project study area. This screening included research pertaining to leaking underground storage tanks (UST), contaminated soil and/or groundwater and industries and businesses which use, store and/or dispose of hazardous materials and substances.

NJDOT, Route 55/Deptford Center Road Interchange Improvements, Deptford Township, New Jersey: prepared an environmental screening report addressing proposed project impacts upon wetlands, floodplains, hazardous waste sites, threatened and endangered species and historic and archaeological sites within the project area.

NJDOT, Route 46/Browertown Road Interchange Improvement, Township of Little Falls/Borough of West Paterson, New Jersey: prepared a hazardous waste screening technical environmental study for the Route 46 - Browertown Road improvement project to determine the presence of and/or potential for contaminated sites within the project study area. This screening included research pertaining to leaking underground storage tanks (UST), contaminated soil and/or groundwater, industries and businesses which use, store and/or dispose of hazardous materials and substances, etc. This screening also entailed a review of federal and state records and coordination with local and state agencies to acquire environmental information pertaining to sources and extent of contamination.

NJDOT, Route 29 - Sections 10C and 11B, City of Trenton, New Jersey: assisted in the preparation of the Waterfront Development Permit and Army Corps of Engineers Section 10 and Section 404 Permits for the Route 29 - Sections 10C and 11B improvement project, including field reconnaissance, calculation of wetland/tidal zone impacts and mitigation of riparian zones and open space.

Firm
Amy S. Greene Environmental Consultants, Inc.

Total Years of Experience
25

Education
M.S. Zoology, Univ. of Vermont
Vermont Law School 1979-1981
B.A. Biology & Political Science, Hamilton College

Professional Licenses/Certifications
Professional Wetland Scientist #2197
Rutgers University Certified Wetland Delineator
USFWS Recognized Qualified Bog Turtle Surveyor-NJ, NY, MD

Employment History
2001 – Present: ASGECI
1994 – 2001: BMR Ecological Consulting Services
1991 – 1994: McLaren/Hart Environmental Engineering Corporation
1989 - 1991: NJDEP Division of Hazardous Site Mitigation

Office Address
4 Walter E. Foran Blvd, Suite 209, Flemington, NJ 08822

WILLIAM M. ROMAINE, PWS

WETLANDS/ECOLOGY/T&E SPECIES

Qualifications to Perform in Proposed Role

- Certified expert in endangered and threatened species
- Prepared numerous successful NEPA environmental documents for transportation projects
- Prepared successful applications for federal and state wetlands and other environmental permits and approvals
- Extensive experience in wetlands delineation
- Worked with FHWA and NJDOT

Relevant Project Experience

NJDOT/Jacobs Engineering Group, Wittpenn Bridge Replacement, Town of Kearny & City of Jersey City, Hudson County, NJ: He was the environmental Project Manager in charge of environmental documentation and permitting. He performed environmental analysis of project alternatives and compiled Environmental Assessment and 4(f) Analysis in accordance with Federal Highway Authority NEPA requirements. William prepared Ecology Technical Environmental study and performed wetland delineation of the project area. FHWA accepted the results of the EA and issued FONSI.

NJDOT/PB Americas, Manahawkin Bay Henderson Memorial Bridges, Township of Stafford and Ship Bottom Borough, Ocean County, NJ: Environmental Project Manager in charge of the preparation of an Ecology/Wetlands Technical Environmental Study (TES) for the FHWA NEPA Environmental Assessment; performance of Essential Fish Habitat Analysis and breeding bird surveys; endangered and threatened species studies; preparation of a Conceptual Wetland Mitigation and Riparian Zone Compensation Plan; and preparation of applications for NJDEP Combined CAFRA, Coastal Wetlands, Waterfront Development and Freshwater Wetlands General Permits. The TES was prepared and submitted to FHWA along with the EA, and the EA subsequently received a FONSI allowing the project to proceed.

NYSDOT, MetroNorth/AECOM, Tappan Zee Bridge Environmental Impact Statement, Rockland and Westchester Counties, NY: Environmental Project Manager in charge of preparing the existing conditions report on Hudson River ecosystems and water resources for a ten-mile corridor along the Hudson River. This existing conditions report was utilized to conduct an alternatives analysis and scoping to assist in project planning and for inclusion in the Draft Environmental Impact Statement for the project.

Firm
Richard Grubb & Associates (RGA)

Total Years of Experience
18

Education
Master of Arts, Memorial University, 1996, Anthropology
B.A. 1993, University of Windsor: Anthropology and Classics

Professional Licenses/Certifications
Register of Professional Archaeologists

Employment History
1998 – Present: RGA

Office Address
259 Prospect Plains Road,
Building D Cranbury, NJ 08512

PAUL J. MCEACHEN

CULTURAL RESOURCES

Qualifications to Perform in Proposed Role

- Prepares cultural resources surveys in accordance with Section 106 of the National Historic Preservation Act, NEPA, and other municipal and state cultural resource regulations.
- Principal Investigator for Phase I/II/III Archaeological Surveys
- Performs National Register Evaluations of Prehistoric and Historic Archaeological Sites
- Exceeds the Secretary of the Interior's Professional Qualifications Standards for an Archaeologist

Relevant Project Experience

NJDOT, Route 22/Park Avenue Bypass, Scotch Plains Township, Union County, NJ: He provided oversight to the Principal Investigator, Senior Archaeologist during Phase III archaeological data recovery investigations at the National Register-eligible Sites Farmstead and Prehistoric site. The site represented the remains of a prehistoric encampment ranging in date from the Late Archaic to Late Woodland periods and a circa 1720s/1740s to early twentieth-century farmstead associated with the Stites family and numerous tenants. The Phase III archaeological data recovery successfully mitigated any adverse effects to the Stites Farmstead and Prehistoric Site by the proposed bridge replacement and intersection improvement project.

NJDOT, Route 22 Bridge over Chestnut Street, Union Township, Union County: Provided oversight to the Principal Investigator, Senior Archaeologist during the cultural resources investigation performed in connection with NJDOTs replacement of the Route 22 Bridge over Chestnut Street. Background research indicated that portions of the Area of Potential Effects retained the potential for significant prehistoric and historic resources. The potential for historic period resources was considered high due to Revolutionary War activities associated with the 1780 Battle of Connecticut Farms. The Phase I archaeological survey indentified a potentially significant prehistoric site. As a result of the Phase II archaeological survey the site was recommended not eligible for listing on the National Register of Historic Places.

NJDOT, Route 71/Wyckoff Road Improvements, Boroughs of Eatontown and Oceanport, Monmouth County, NJ: Provided oversight to the Principal Investigator, Senior Archaeologist for a Phase I/II archaeological survey that resulted in the identification of a historic site: an early 19th-century tavern (Barclay's Corners site). Following an extended Phase II archaeological survey, the site was determined eligible for listing on the National Register of Historic Places.

Firm
Parsons Brinckerhoff

Total Years of Experience
32

Education
B.S., Environmental Science, Rutgers University, 1995
Minor, Natural Resource Management, Rutgers University, 1995
Additional Training: The Rutgers University Wetland Delineator Program, 2000

Employment History
1981 – Present: Parsons Brinckerhoff

Office Address
One Penn Plaza
New York, NY 10019

ARTHUR MORRONE

NOISE/VIBRATION

Qualifications to Perform in Proposed Role

- Arthur is an experienced acoustical specialist focused on traffic and transit noise impact assessment and abatement for such large-scale projects.
- Arthur was task leader for the completion of a final noise barrier design effort for seven sound barriers along a 3-mile westward expansion of the Staten Island Expressway (SIE) Bus Lane project in Richmond County, New York.

Relevant Project Experience

Staten Island Expressway (SIE) Bus lane and Bridge Modifications, Richmond County, New York: task leader for the completion of a noise study to determine future noise impacts from a proposed dedicated bus lane along a 3-mile (4.8-kilometer) segment of the SIE. Utilizing the FHWA TNM 2.5 noise model, traffic noise predictions and abatement investigation was evaluated at 22 monitoring locations and at approximately 400 other residential sites, scattered throughout the project study area. Following New York State Department of Transportation (NYSDOT) noise abatement feasibility and reasonableness guidelines, noise barriers were evaluated at 12 locations, of which eight barrier locations satisfied the state's traffic noise mitigation criteria with nearly 20,000 feet (6,000 meters) of noise barrier length recommended for construction.

Long Island Expressway (LIE) Bridges DEIS Project, Queens County, New York: task leader responsible for the ongoing traffic noise impact assessment associated with proposed roadway widening and direct connection ramps between the Long Island Expressway, Grand Central Parkway and Van Wyck Expressway (LIE/GCP/VWE). The noise impact assessment consisted of identifying the peak traffic noise hour via long term noise monitoring, identifying 13 representative noise sensitive locations, collecting noise measurements during the peak traffic noise hour and then utilizing the FHWA TNM 2.5 model determine future noise levels generated from each of the proposed interchange improvement designs. Following NYSDOT noise abatement feasibility and reasonableness guidelines, a cost benefit and acoustic effectiveness evaluation of installing a noise barrier at the ROW of the south-bound GCP was considered.

Long Island Expressway Capacity Improvement Project, Nassau and Suffolk Counties, New York: task leader for the management of the noise-impact analysis of a 40-mile stretch of highway. The environmental impact statement (EIS) included detailed noise impact assessment utilizing the FHWA STAMINA2 noise model as well as extensive noise barrier cost and acoustic effectiveness analysis at 34 proposed noise barrier locations. Barrier design drawing plans showing exact barrier length, height, and location were prepared in accordance with NYSDOT procedures and guidelines for noise abatement feasibility and reasonableness.

Firm
Parsons Brinckerhoff

Total Years of Experience
17

Education
M.S., Geography (Specialty: GIS for Transportation), University of Tennessee, Knoxville, 2000; M.S., GIS and Remote Sensing, Changchun Institute of Geography, China, 1994; B.S., Economic Geography, Peking University, China, 1990

Employment History
2001 – Present: Parsons Brinckerhoff
2000 – 2001: GIS/Trans
1998 – 2000: University of Tennessee
1997 – 1998: University of New Orleans

Office Address
One Penn Plaza
New York, NY 10019

FENG LU

GIS

Qualifications to Perform in Proposed Role

- Feng has extensive GIS application development and database management skills, and thorough knowledge of numerous software packages, including ESRI Suite
- He has developed numerous transportation related GIS applications, and serves as a GIS coordinator in various infrastructure projects.

Relevant Project Experience

Integrated Corridor Management (ICM) for I-87/U.S. 9 Corridor, New York: Parsons Brinckerhoff developed an Integrated Corridor Management (ICM) plan for the I-87/U.S. 9 Corridor in New York's Capital District for NYSDOT. He is responsible for providing GIS support and developing a data mining tool to automate the mining to incident data from the NYSDOT Region 1 (Albany) advanced traffic management system (ATMS).

PANYNJ, LaGuardia Airport Traffic Simulation Model Development, Queens, New York: the purpose of this project for the Port Authority of New York & New Jersey (PANYNJ) is to develop a VISSIM model to evaluate existing and future traffic conditions at LaGuardia Airport. He developed a GIS toolset to support and automate the simulation model using VISSIM COM/VB.NET/ArcGIS ArcObjects. The simulation model has dynamic and static components. In the Dynamic Model, VISSIM COM functions are used to automate trip chain creation procedures, direct traffic to available parking lots, and route exiting traffic via the least congested path; In the Static Model, VISSIM COM functions are used to simulate curbside parking space selection that allows double and trip parking, and simulate and monitor recirculating traffic to direct them to the nearest parking lot if they fail to find a curbside drop off point; GIS and COM functions are also used to postprocess model outputs and perform spatial analysis.

NYSDOT, New York (NY) 27 Operational Performance Study, Long Island, New York: this project includes transportation planning study for NY 27 between NY 112 and Wading River Road. The study will assess current and future travel conditions and deficiencies and develop multimodal transportation improvement alternatives that improve people and goods movement. He serves as GIS coordinator.

NYSDOT, Managed Use Lane Study, New York City: the purpose of this project is to identify and investigate the feasibility of implementing and operating a managed use lane (MUL) network and support facilities to increase person and goods mobility on selected arterials in New York City. He coordinates GIS efforts in data collection, GIS database design and application development.

Firm

Matrix New World Engineering, Inc.

Total Years of Experience

24

Education

BS, Biology, Pennsylvania State University, 1988

Professional Licenses/Certifications

Licensed Site Remediation Professional (No. 576440)
Certified Hazardous Materials Manager – Master Level (Cert. No. 12604), 2004
ANSI-RAB NAP Accreditation Program-Lead Environmental Management System Auditor, 2003
NY/AHERA Asbestos Inspector and Management Planner, 1995
AHERA Asbestos Project Designer, 1998
NJ Certified Lead Inspector/Risk Assessor, 2004

Employment History

2002 – Present: Matrix
2001 – 2002: BEM Systems
1999 – 2001: Schoor DePalma
1998 – 1999: Roy F. Weston, Inc.
1992 - 1998: ABB Environmental
1990 – 1992: Metcalf & Eddy
1988 – 1990: NJDEP

Office Address

26 Columbia Turnpike
Florham Park, NJ 07932

RUSSELL BAER, CHMM, LSRP

CONTAMINATED PROPERTIES/HAZARDOUS MATERIAL

Qualifications to Perform in Proposed Role

- Extensive work with the nearby North Ave Corridor project with PANYNJ
- Licensed Site Remediation Professional
- Experience with environmental investigations

Relevant Project Experience

PANYNJ, North Avenue Corridor Improvement Project, City of Elizabeth, NJ:
He was the Senior Project Manager responsible for pre-construction environmental investigations to identify potential areas of contaminated materials and hazardous waste that may impact project design and construction. The scope included the completion of a Phase I Environmental Site Assessment (ESA) for all impacted properties to identify recognized environmental conditions (RECs)/Areas of Concern (AOCs), development of a plan for a Phase II Investigation to characterize of soil and groundwater conditions, and review of environmental documentation to determine the environmental resource permitting requirements related to wetlands.

PANYNJ, Corbin Street Bridge (Flyover), Port Newark, NJ:
Senior Project Manager responsible for providing environmental services related to the proposed construction. He was responsible for the preparation of a comprehensive Sampling and Analysis Plan (SAP) to be utilized by PANYNJ personnel to perform environmental site investigation (ESI) activities in those areas to be impacted. An ESI Report was prepared for submittal to the NJDEP. Additional responsibilities included the coordination and preparation of all environmental permits required for the project (e.g., Freshwater Wetlands, Waterfront Development) and preparation of design specifications.

PANYNJ, LaGuardia Airport, JFK International Airport and Newark Liberty International Airport, NY and NJ:
Senior Project Manager responsible for management of building condition surveys of various leasehold spaces. Specific activities included a multimedia (air, water, land) compliance audit of each facility. The audit included a review all available compliance permits, reports, and enforcement documents to date and a detailed physical site inspection to develop an inventory of non-compliance issues, any present known and potential contamination.

Firm
Parsons Brinckerhoff

Total Years of Experience
27

Education
B.S., Chemical Engineering, Polytechnic University of New York, 1983

Employment History
1985 – Present: Parsons Brinckerhoff
1984 – 1985: NYCDEP
1983 – 1984: Vollmer Associates

Office Address
One Penn Plaza
New York, NY 10019

STAMATIA PETSIOS

AIR QUALITY/CONFORMITY/GREENHOUSE GASES

Qualifications to Perform in Proposed Role

- Tammy has extensive experience managing and preparing environmental studies pursuant to NEPA, SEQR, and CEQR requirements.
- She worked for the FHWA and is very familiar with their protocols
- Air Quality on the Goethals Bridge Replacement EIS

Relevant Project Experience

Federal Highway Administration (FHWA)/National Highway Institute (NHI): Instructor for the Implications of Air Quality Planning for Transportation course, which was developed to explain how clean air rules and regulations and transportation planning inter-relate. This course goes beyond the EPA statutes to explain how the integrated transportation and air quality planning process has been defined and reinforced over the past decade by regulations, guidance, and litigation. It provides a context for the statutory and regulatory requirements, including a comprehensive review of the 1990 Clean Air Act Amendments (CAAA) requirements, the EPA transportation-related policies, and the process of developing State Implementation Plans (SIPs). It also provides information on emission trends, forecasting techniques, technology improvements, and emerging issues, and demonstrates how transportation planning and air quality planning fit together under the Transportation Conformity Rule.

Goethals Bridge Replacement EIS, New York and New Jersey: responsible for estimating the microscale and mesoscale air quality effects of river crossing alternatives and determining compliance with the EPA's conformity rule. This assignment for the Port Authority of New York and New Jersey is designed to increase bridge capacity across the Arthur Kill waterway between Staten Island and New Jersey.

New Jersey Transit Access to the Region's Core, New York/New Jersey: as air quality task leader, she was responsible for conducting both microscale and regional New Starts analyses to assess this project's effects on pollutant levels. The project entailed an MIS evaluating 137 alternatives proposed to improve passenger and freight rail services throughout the New York metropolitan region, including a new trans-Hudson tunnel to provide additional capacity into midtown Manhattan to handle anticipated demand.

Firm
Parsons Brinckerhoff

Total Years of Experience
18

Education
B.S., Forest Biology, State University of New York, College of Environmental Science and Forestry, Syracuse, New York, 1982; A.A.S., Animal Technology, State University of New York, Agricultural and Technical College, Farmingdale, New York, 1980

Employment History
2012 – Present: Parsons Brinckerhoff
2007 – 2012: Environmental Strategies
2005 – 2007: NJ Highlands Council
2001 – 2002: PADCNR
1998 – 2001: ASGECI
1990 – 1998: ESI

Office Address
2000 Lenox Drive,
3rd Floor
Lawrenceville, NJ 08648

STEVE BALZANO

PERMITTING

Qualifications to Perform in Proposed Role

- Nearly two decades of specialized experience in managing environmental and conservation programs, land use planning, and natural resource management for public and private entities.
- Many years of experience with NJDOT, as well as NEPA compliance

Relevant Project Experience

Environmental Consulting Firm, Flemington, New Jersey: project director responsible for managing contract services in land use planning, environmental compliance and analysis, and natural resource management to the private sector and municipal, state, and federal government agencies. Supervised a technical staff of 16 and administration support staff of four with an annual operating budget of $1.85 million:

Municipal Services: provided consulting services to the following municipalities: Alexandria, Byram, Dover, Denville, East and West Amwell, Hillsborough, Jefferson, Lafayette, Mahwah, Mt. Olive, Parsippany, Randolph, Rockaway, Roxbury, Tinton Falls, and Wayne. He assisted in developing local ordinances, natural resource inventories, and open space and watershed management plans. He reviewed development applications in accordance with applicable municipal land use and state law.

New Jersey Department of Transportation: managed environmental compliance services for numerous transportation projects throughout New Jersey. Responsible for environmental analyses, regulatory compliance and agency coordination in accordance with federal requirements under NEPA, Section 4(f) of the FHA; Section 404 and 10 of the CWA; Section 106 of the NHPA; Section 7 of the ESA; and applicable state environmental laws, including FWPA, CAFRA, FHAPA, and the NJ Pinelands Comprehensive Management Plan.

New Jersey Department of Environmental Protection (NJDEP), Division of Science, Research and Technology: lead investigator responsible for developing a GIS-based indicator study for freshwater wetland mitigation in New Jersey to address NJDEP's strategic goals and National Environmental Performance Partnership (NEPPS) initiative.

South Jersey Transportation Authority: coordinated with applicable federal and state regulatory agencies, including the Federal Aviation Administration (FAA), USFWS, NJDEP, and Pinelands Commission to facilitate adoption of master plan for Atlantic City International Airport. He obtained approvals for various airport improvements such as general aviation facilities, runway rehabilitation, and airfield lighting.

Firm
Parsons Brinckerhoff

Total Years of Experience
11

Education
M.S., Urban Planning, Hunter College if the City University of New York, 2008; B.A., Urban & Regional Planning, Miami University, 2000

Employment History
2013 – Present: Parsons Brinckerhoff
2010-2013: URS Corporation
2008-2009: The Louis Berger Corporation
2004-2008: URS Corporation
2001-2004: Jamestown Urban Renewal Agency

Office Address
One Penn Plaza
New York, NY 10016

STEPHANIE CAMAY

PUBLIC/STAKEHOLDER COORDINATION

Qualifications to Perform in Proposed Role

- Over ten years of planning experience including Alternative Analyses for bus rapid transit corridors, neighborhood transportation studies, transit feasibility studies, EIS documentation, and stakeholder and public participation strategy development and implementation

Relevant Project Experience

NEC FUTURE, Northeast Corridor: Project Coordinator for the NEC FUTURE, a long-term investment program for improving and growing the Northeast Corridor (NEC) rail service to accommodate projected 2040 commuter and intercity rail ridership. Stephanie works with the project management team to coordinate the various disciplines associated with this comprehensive planning effort (e.g. ridership, operations, cost estimating, environmental analyses). In addition, she is preparing the Alternatives Development Report and supports various public outreach activities.

PANYNJ, Transportation Planner, I-278 / US Route 1&9 Interchange Ramp Studies Problem Statement and Justification of Project Need, Linden, NJ: Transportation Planner responsible for preparing the Problem Statement for the proposed I-278/US Route 1&9 Interchange Ramps Project. The Problem Statement and Justification of Project Need establishes the basis for developing the project need and satisfies the requirements of the Federal Highway Administration and the New Jersey Department of Transportation for advancing the project through the Capital Project Delivery Process. Ms. Camay was responsible for collecting data, identifying project need, and analyzing existing and future freeways, ramp junctions, and signalized/unsignalized intersections

NJDEP, Environmental Planner, Public Participation and Outreach, Newark, NJ: Environmental Planner responsible for planning, developing, and facilitating a public participation and outreach program for the City of Newark, as required by the NJDEP. She developed a Public Participation Work Plan (PPWP) to include dissemination and consultative mechanisms and detailed scheduling and budgeting for the City of Newark to employ public participation in the development of a Long-Term Control Plan for CSOs. During facilitating of the PPWP, she organized and coordinated a citizen advisory committee to serve as liaisons between Newark municipal officials and the general public, prepared an interim report, and at the close of the PPWP, prepared and submitted a final public participation report.

Firm
Howard/Stein-Hudson Associates, Inc.

Total Years of Experience
12

Education
Binghamton University, Bachelor of Arts, Africana Studies and Sociology, 1998; Boston University, Master of Science, Public Health, Maternal and Child Health, 2000

Professional Licenses/Certifications
Charrette System Certified, National Charrette Institute

Employment History
2000 – Present: Howard/Stein-Hudson

Office Address
11 Hanover Square
3rd Floor
New York, NY 10005

VERONICA BAILEY-SIMMONS

PUBLIC/STAKEHOLDER COORDINATION

Qualifications to Perform in Proposed Role

- Public Involvement Specialist
- Experience with NJDOT

Relevant Project Experience

New York State Thruway Authority/New York State Department of Transportation, Tappan Zee Hudson River Crossing Project, Westchester and Rockland, NY: Public Involvement Specialist -- As part of a consultant team, Veronica assisted with the coordination of public outreach and managed the project database. She coordinated public workshops, materials, and media relations.

MTA Bridges and Tunnels Reconstruction of Robert F. Kennedy Bridge Ramp from Manhattan to Queens, New York, NY: Project Manager -- Veronica led the partnering efforts for this design-build project undertaken by the MTA Bridges and Tunnels. She conducted telephone interviews with the key partners on the project and led two half-day partnering meetings with executive- and project-level representatives, during which participants engaged in several group exercises to develop goals for the project, discuss their unique roles and responsibilities, work through hypothetical situations, and discuss issues and how they would be resolved.

NYCDOT, 34th Street Select Bus Service (SBS), New York, NY: Project Manager -- Veronica is managing the public outreach process for the implementation of Select Bus Service on 34th Street in Manhattan. The project proposes to enhance transit service, as well as provide pedestrian and traffic improvements. Veronica organizes public meetings, Community Advisory Committee (CAC), and community forums and also oversees the production and dissemination of project newsletters that depict project design and construction milestone.

NJDOT, Route 3 Bridges at Passaic River, Rutherford, NJ: Public Involvement Specialist -- For Route 3 at the Passaic River Crossing, Veronica is assisting with coordination of public outreach, using techniques that include public information centers, a Community Liaison Committee, and a stakeholder committee, as well as producing brochures and newsletters.

MNR, North White Plains Station Environmental Impact Statement, Westchester, NY: Project Manager -- Veronica led the public involvement effort for an Environmental Impact Statement for improved access and a new major regional parking structure at the MNR North White Plains station in Westchester County. Various techniques were used to appeal to neighborhoods affected by the parking facility, as well as to communities that would benefit from the increased parking capacity. Efforts were also made to enhance ADA accessibility to the station.

Firm
Parsons Brinckerhoff

Total Years of Experience
14

Education
B.S.E., Civil Engineering, Duke University, 1998

Employment History
1999 – Present: Parsons Brinckerhoff

Office Address
2000 Lenox Drive
3rd Floor
Lawrenceville, NJ

DEBORAH HARTMAN

INTERAGENCY COORDINATION

Qualifications to Perform in Proposed Role

- She has worked on a wide range of projects covering congestion management, transportation planning and traffic engineering.
- She has experience in travel demand forecasting, corridor analysis, regional planning studies, bicycle and pedestrian facility reviews, and traffic impact analyses.
- Experience with NJDOT and FHWA

Relevant Project Experience

NJDOT, Route 9 Integrated Land Use and Transportation Study, Ocean County, New Jersey: task leader for a 30-mile corridor pilot project in which the NJDOT will work with the communities to develop land use strategies along with transportation enhancements to provide "Preventative Healthcare" to Route 9 in Ocean County. The plan will place more focus and emphasis on transportation planning than on land use planning. However, the plan will make recommendations regarding non-NJDOT roads and land use as they pertain to the long-term health of Route 9. The backbone of the effort will be multi-modal, context sensitive, design concepts for much of Route 9 as it passes through, or by, the participating areas within the corridor.

NJDOT, Route 10/Commerce Blvd Traffic Study, Roxbury, New Jersey: project manager for a traffic program to collect traffic data along Route 10 and at nearby locations in Roxbury. NJDOT is interested in signalizing the intersection of Route 10 and Mary Louise Ave. and making other improvements in the area, requiring updated traffic information. This program consisted of manual intersection turning counts, mainline ATRs, a license plate survey, and a limited origin study.

NJDOT, Route 202/206, I-78, I-287 Interchange Improvements, Somerset County, New Jersey: transportation engineering support for the development of traffic simulations to support analysis of the roadway performance, including application of ITE Trip Generation techniques and site specific growth forecasting methods and analysis of local and regional traffic operations. She did a study undertaken to reexamine performance of the initially preferred alternative and implement a comprehensive stakeholder outreach process to build consensus among municipalities and stakeholder groups. Simulation models were developed in both TRANPLAN and PARAMICS to evaluate regional and local conditions and test operational characteristics of proposed roadway improvements.

NJDOT, Route 9 Tier 2 Screenings, Ocean County, New Jersey: deputy project manager for this screening of 10 individual locations within the Route 9 Integrated Land Use and Transportation Study area. These two projects run concurrently, and these screenings allow some smaller scale interim improvements to move forward while the larger study is completed. This effort included coordination with NJDOT, FHWA, and local officials to discuss the problem statement, conduct a field view, identify additional problems, and identify potential solutions.

Firm
Parsons Brinckerhoff

Total Years of Experience
16

Education
M.S., Environmental Planning and Management, Johns Hopkins University, 2012; B.S., Civil Engineering, Morgan State University, 1997

Employment History
2001 – Present: Parsons Brinckerhoff
1999 – 2001: Parsons
1998 – 1999: Delon Hampton
1997 – 1998: Baltimore City

Office Address
100 South Charles Street
Tower 1, 10th Floor
Baltimore, MD

TRACEE STRUM-GILLIAM

ENVIRONMENTAL JUSTICE

Qualifications to Perform in Proposed Role

- Particular expertise in environmental justice (EJ) analysis and outreach.
- She manages highway and transit planning projects and oversees the completion of appropriate environmental documentation under National Environmental Policy Act (NEPA) guidelines.
- Has an established reputation as an effective manager of public involvement programs with a focus on grassroots outreach and consensus building.

Relevant Project Experience

Maryland Transit Administration (MTA), Corridor Cities Transitway (CCT), Montgomery County, Maryland: socioeconomic, EJ and public involvement task leader for this proposed 14-mile (23-kilometer) transit alignment in suburban Maryland. A breakout project from the I-270/U.S. 15 Multimodal Corridor Study, the CCT will provide transit service to the hi-tech I-270 corridor with connections to the Washington Metropolitan Area Transit Authority (WMATA) Metrorail and bus system

MTA, Red Line Corridor Study, Baltimore, Maryland: asked to join the Red Line project team to evaluate the ongoing public involvement program and to develop strategic initiatives to reach EJ communities within the project study area that includes several low-income and minority communities in west Baltimore. Her assessment resulted in a comprehensive set of initiatives to engage EJ communities in the transportation decision-making process. Tracee is leading the EJ task as well as the public involvement task for the project

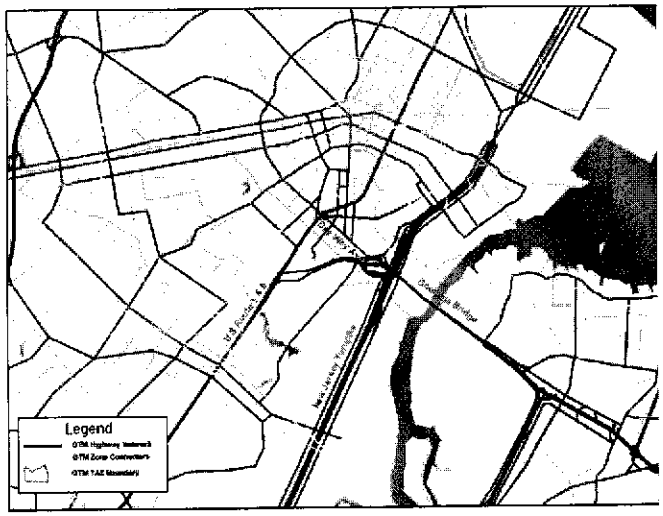
NJDOT, Community Impact Assessment Policy Development, New Jersey: expert panel member and advisor for the development of guidelines, procedures and methods for conducting community impact assessments (CIA) in the state of New Jersey. Project role included input on and development of written materials compiled to produce a guidebook that environmental team leads and consultants utilize statewide to complete CIA analysis for transit and roadway improvement projects statewide.

SHA, U.S. 301 Waldorf Area Transportation Improvements, Prince George's and Charles Counties, Maryland: deputy project manager, EJ technical reviewer, public involvement team member, and task manager for EJ strategic outreach initiatives for the first Green Highways initiative in the region. Authored technical section of the draft environmental impact statement (DEIS) under NEPA requirements.

E. Firm Qualifications

Team Introduction

The Authority is taking important steps to complete the interchange between I-278 and US Route 1&9 with new ramps to connect westbound I-278 with US Route 1&9 North and 1&9 South to eastbound I-278. The project will help relieve congestion and remove truck traffic from local streets in Union County. Parsons Brinckerhoff has teamed with several specialty subconsultants to offer the Authority an experienced and locally knowledgeable team to provide the full services required to advance the project. The subconsultants have been specifically selected based on prior quality work for Parsons Brinckerhoff, experience with the Authority and/or NJDOT, and their knowledge of the project area and NJDOT design standards and capital delivery process.



Parsons Brinckerhoff developed the GTM and is the only firm that has applied it to analyze transportation improvements in the project area, a huge advantage in expediting the project's NEPA process

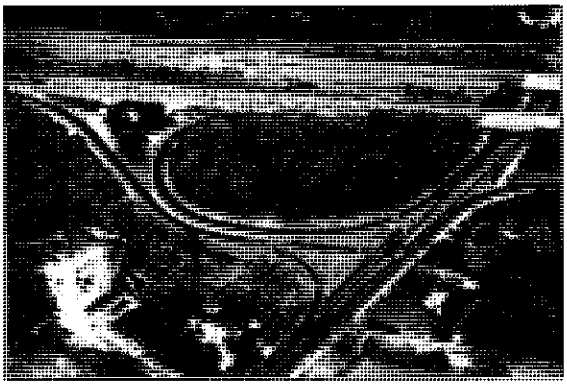
Parsons Brinckerhoff

Parsons Brinckerhoff brings the full range of expertise, experience and local knowledge needed to advance the Interchange ramps project closer to fruition. Our local knowledge stems from the recently completed Route 1&9 Corridor Study and the NEPA-compliant Goethals Bridge Replacement (GBR) Environmental Impact Statement (EIS), both of which studied the I-278/Route 1&9 Interchange as an element of transportation improvements in the area. For the GBR EIS, we created the Goethals Transportation Model (GTM), a traffic demand forecasting/ modeling tool developed to analyze traffic in the project area. Our unique knowledge of the GTM

Completing the I-278/US Route 1&9 Interchange will remove truck traffic from local streets such as Bayway Avenue (pictured above), relieve congestion, and improve safety for Elizabeth residents and businesses

and its application to the analysis of transportation improvements in the study area, particularly in Union and Essex Counties, will bring valuable insights for the development and analysis of interchange improvement options and the project scoping process.

We also offer extensive experience in providing efficient, cost-effective solutions to interchange improvement projects with similar challenges to those of this project. We addressed operational, environmental and community issues in environmental studies and conceptual design for reconfiguration of the Route 4/Route 17 Interchange in Paramus and the I-84/I-87 Interchange in Newburgh, New York, the latter of which had many elements similar to the Interchange Ramps project. More recently, our evaluation and design of improvements to Route 46/Main Street Interchange Reconstruction (Bergen County) and Route 49/Route 55 Interchange (Cumberland County) projects helped advance preferred alternatives to final design and construction.



Parsons Brinckerhoff's knowledge of and experience with projects (e.g., Route 46 project, above) under NJDOT's Capital Delivery Process provide opportunities to expedite the Interchange Ramp project

Of specific relevance to this project is Parsons Brinckerhoff's experience in alternatives analyses in compliance with NEPA where FHWA was the lead federal agency. We served as prime consultant on numerous similar projects, including the Staten Island Expressway (I-278) Bus Lane and Bridge Modification, Route 72 Bridge Widening and Rehabilitation, Route 1 and 9T Operational Improvements, and Route 46/Main Street Interchange Reconstruction projects. We also bring comprehensive knowledge of NJDOT's Capital Delivery Process. *When NJDOT sought to streamline its project implementation process, they retained Parsons Brinckerhoff to assist in evaluating the process and determining where additional efficiencies could be realized.* We will apply these lessons learned and best practices for the Interchange Ramps project.

Amy S. Greene Environmental Consultants (WBE) – Wetlands/Ecology/T&E Species

Since its inception in 1986, Amy S. Greene Environmental Consultants, Inc. (ASG) has provided professional environmental services to private- and public-sector clients on more than 3,500 projects in 11 states. Of direct relevance to this project, ASG expertly performs wetland delineation; NEPA environmental documentation; endangered and threatened species habitat assessments, surveys and mitigation plans; and vegetation and wildlife surveys. Allied services include NJDEP and USACE environmental permit applications; design, construction oversight and post-construction monitoring of wetland, riparian and stream mitigation projects; and environmental construction and post-construction modeling. Representative project experience includes Route 72 Manahawkin Bay Henderson Memorial Bridge Rehabilitation and I-84/I-87 Interchange Reconstruction (with Parsons Brinckerhoff), Route 7 WittPenn Bridge Replacement, NJ

Turnpike Interchange 15W and 16W Improvements, Tappan Zee Bridge Replacement/I-287 Corridor Improvements EIS, and Staten Island Bluebelt Restoration projects.

Advantage Engineering Associates (MBE) – Electrical Engineering

Advantage Engineering Associates (AEA) specializes in design of highway and tunnel lighting systems, electrical power distribution, ITS and communications, sign structures and signing/striping. AEA has been chosen by NJDOT as a prime consultant to perform ITS Engineering and General Engineering Services. The firm's project experience includes Corbin Street Flyover, Turnpike Widening Interchanges 6 to 9, NJ Turnpike NBHCE Bridge and Viaduct, Garden State Parkway Widening Exits 83 to 100, I-295/76/42 Direct Connection, Replacement of VMS at the George Washington Bridge, and Travel Time System Upgrade at the Holland Tunnel.

Howard/Stein-Hudson – Public Outreach & Interagency Coordination

Howard/Stein-Hudson Associates (HSH) is a transportation consulting firm that applies its experience at the local level, helping clients and their constituents navigate the public outreach and interagency coordination process. The firm's diverse team of experts has an understanding of transportation policy as well as federal and state requirements—particularly NEPA. HSH has led public and agency outreach for major NEPA environmental reviews in the tri-state area including the GBR EIS with Parsons Brinckerhoff, the Permanent PATH Station at the World Trade Center, and the Portal Bridge Capacity Enhancement and Tappan Zee Bridge Replacement projects. HSH's NJDOT projects include the Route 3 over the Passaic River Crossing, Route 1&9T (St. Pauls Viaduct) with Parsons Brinckerhoff, and WittPenn Bridge, as well as a number of the agency's long-range transportation plan efforts with Parsons Brinckerhoff.

Matrix New World Engineering (WBE) – Environmental Remediation

Matrix New World Engineering, Inc. (Matrix) has significant experience in New Jersey, including with the Port Authority and NJDOT. Pertinent core services include environmental subsurface investigations for soil and groundwater, soil and groundwater remediation design; dewatering design; environmental permitting; asbestos/lead/hazardous material investigations and abatement oversight. Matrix's directly relevant experience includes the Corbin Street Flyover – with Parsons Brinckerhoff – and US Route 1&9/North Avenue Corridor projects.

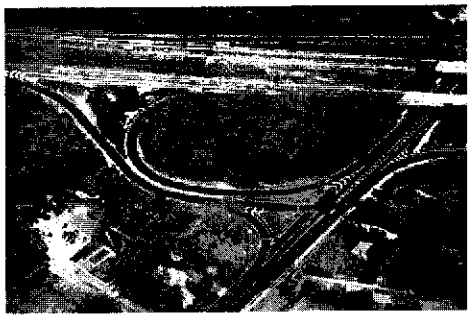
Naik Consulting Group (MBE) – Topographic/Utility Surveys

Naik Consulting Group, P.C. (Naik) pertinent specialty services comprise topographic and utility surveys and right-of-way mapping. Naik has held the Call-In Professional Civil Engineering Services contract with the Port Authority since 2007, as well as four consecutive Survey Term Agreements, and has provided survey services for the Bayonne Bridge Raising, World Trade Center PATH Terminal and George Washington Bridge ramps projects. For NJDOT, Naik holds the general engineering consultant (GEC) contract and has provided complex utility services on several projects, including culvert replacements on Route 35 over Heards Brook, Woodbridge and Route 35 over Woodbridge Creek, Perth Amboy. Naik is also the prime consultant for the current 3-Year Survey Services Term Agreement Contract. Naik has provided survey, right-of-way and utility services on several interchange and roadway projects for Parsons Brinckerhoff and is currently providing these services on the final design of the ACE/ACY Direct Connector project.

Richard Grubb & Associates (WBE) – Cultural/Historic Resources

Richard Grubb & Associates, Inc. (RGA) is a full-service cultural resource management firm that assists clients in complying with federal, state, county, and municipal cultural resource and historic preservation regulations. RGA performs/supervises site assessments and screenings, Phase IA, Phase I and Phase II archaeological surveys, Phase III data recovery investigations of prehistoric and historic sites, reconnaissance and intensive-level architectural surveys and have successfully competed cultural resource mitigation, including HABS/HAER documentation, interpretive displays, educational brochures, preservation plans, and bridge preservation covenants. RGA has conducted more than 600 transportation and transportation-related projects throughout New Jersey, including roughly 150 projects sponsored by NJDOT and funded by FHWA. Project experience with the Authority includes cultural resources investigations for the Conrail Capacity Improvements, North Jersey Terminal, Lehigh Line Double Track Project in Middlesex and Somerset Counties; and emergency repairs to the Greenville Yard Transfer Bridge in Hudson County.

Representative Project Experience



The Parsons Brinckerhoff Team brings to the Interchange ramps project a wealth of experience in planning, design, and construction phase services as well as environmental assessments for major highway design and interchange construction and reconfiguration projects. The project pages that follow are a representative sample of our experience in providing innovative and effective solutions to our clients' complex transportation issues. These projects include (in the order listed):

1. Route 72 Henderson Memorial Bridge Widening and Rehabilitation, Ocean County, NJ
2. US Route 1&9 Corridor Study, Union County, NJ
3. Staten Island Expressway (I-278) Bus Lane/Bridge Modification and Access Improvements, Staten Island, NY
4. Goethals Bridge Replacement EIS, Staten Island, NY/Elizabeth, NJ
5. US Route 1&9T over St. Pauls Avenue and Conrail, Jersey City. NJ
6. Route 46/Main Street Interchange Reconstruction, Bergen County, NJ
7. Atlantic City Expressway/Atlantic City International Airport (ACE/ACY) Direct Connector Interchange, Atlantic County, NJ

Client
New Jersey Department of Transportation

Client Contact
Pankesh Patel
1035 Parkway Avenue
Trenton, NJ 08628
609-530-2367

Project Schedule
2009 – 2013 (design)

Project Construction Value
$316 million

Key Relevant Features
- NEPA EA
- FHWA lead federal agency
- NJDOT Capital Delivery Process
- Environmental permitting
- Multi-agency coordination
- Public involvement/outreach
- Conceptual evaluation
- Expedited final design
- Environmental mitigation design

Key Staff Involvement
- Joseph Mumber – Project Manager

ROUTE 72 MANAHAWKIN BAY HENDERSON MEMORIAL BRIDGE

OCEAN COUNTY, NEW JERSEY

Project Summary

Parsons Brinckerhoff performed concept development/ feasibility assessment, preliminary and final design and will provide construction engineering services for improvements to the Route 72 Causeway that links the mainland with Long Beach Island. The project involves phased construction of a new structure parallel to the existing Manahawkin Bay Bridge, rehabilitation of the existing bridge, rehabilitation of the three trestle bridges and associated interchange improvements.

Services Provided

- Survey and right-of-way
- Traffic analysis and studies
- Geotechnical investigations
- Environmental studies
- Permitting negotiations with NJDEP, US Army Corps of Engineers and US Coast Guard
- ITS implementation
- Bulkhead replacement
- Public access improvements (sidewalk and pedestrian/ bicycle lanes)
- Financial Plan
- Traffic Management Plan

Client
Union County, NJ

Client Contact
Liza Betz, AICP, PP
Div. of Planning & Community Development
10 Elizabethtown Plaza
Elizabeth, NJ 07207
908-558-2273

Project Schedule
2010 – 2011

Project Construction Value
$180 million

Key Relevant Features

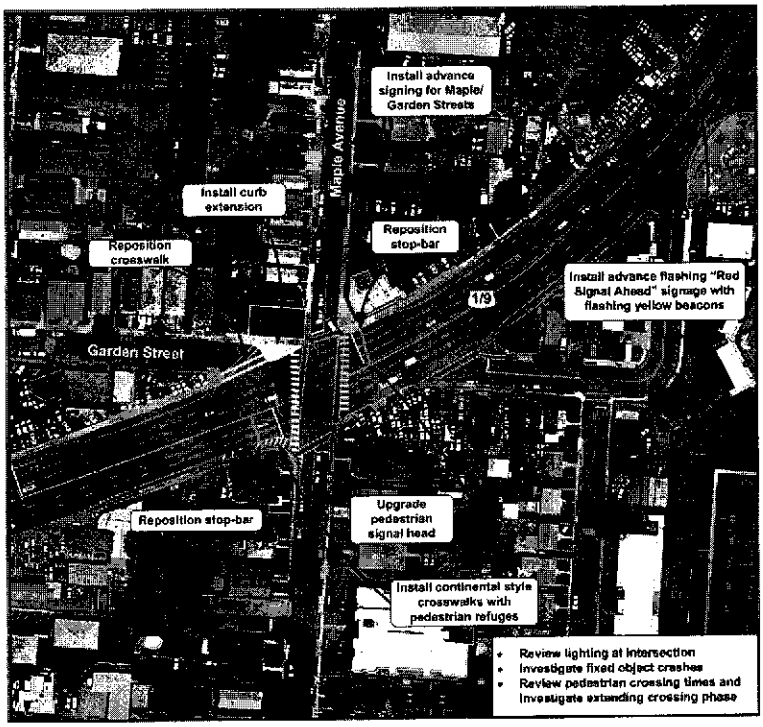
- Evaluation of project area
- Local and truck traffic analysis
- Local stakeholder involvement
- Concept development

Key Staff Involvement

- Jenn Grenier – Project Manager

US ROUTE 1&9 CORRIDOR STUDY

UNION COUNTY, NEW JERSEY



Project Summary

Parsons Brinckerhoff recently completed a corridor study of US Route 1&9 as it passes through Union County. This section of US Route 1&9 provides direct or indirect connections to key regional highways, including the New Jersey Turnpike, Interstates 78 and 278, NJ Route 439, the Garden State Parkway, and the Goethals Bridge. It includes numerous signalized intersections, several interchanges (including the I-278/US Route 1&9 interchange), and numerous right-in/right-out street intersections. This section of US Route 1&9 experiences heavy congestion and high accident rates.

Services Provided

The project team analyzed existing conditions within the corridor using a combination of available data, field investigations, and informed input from local stakeholders and advisors. The corridor assessment included:

- Traffic and safety analysis
- Land use study
- Demographic analysis
- Environmental data review
- Pedestrian/bicycle conditions evaluation
- Freight/truck usage analysis
- Lighting analysis
- NJDOT Management System data review
- Transit usage analysis

Client
New York State Department of Transportation (NYSDOT)

Client Contact
Akm Ashraful Hoque
Hunters Point Plaza,
47-40 21st Street,
Long Island City, NY 11101
718-482-6314

Project Schedule
2001 – present

Contract/Construction Value
$220 million

Key Relevant Features

- NEPA EAs (3 separate EAs)
- FHWA lead federal agency
- SYNCHRO & VISSIM modeling/ forecasts of I-278 Corridor
- Project scoping
- Extensive public involvement
- Multi-agency coordination
- Environmental permitting

Key Staff Involvement

- Peter Sucher – Project Manager

STATEN ISLAND EXPRESSWAY (I-278) BUS LANE/BRIDGE MODIFICATION & ACCESS IMPROVEMENTS

STATEN ISLAND, NEW YORK

Project Summary

Parsons Brinckerhoff performed scoping, environmental assessment, preliminary and final design, and design services during construction for new eastbound and westbound median bus lanes, as well as design for modifications to 12 bridges to accommodate the bus lanes along the I-278 Corridor in Staten Island. Subsequently, NYSDOT requested that we perform these services for reclassification of the bus lanes as bus/HOV lanes and extension of the bus lanes along the entire length of I-278 in Staten Island as well as for access improvements at the expressway's eastern end near the abandoned eastbound toll booth at the Verrazano-Narrows Bridge.

Services Provided

- Prepared Interchange Modification Report
- Environmental assessment
- Preliminary design and final design (roadway, bridges, retaining walls, drainage, sign structures, lighting ITS)
- HCS, SYNCHRO, and VISSIM traffic analyses/forecasts
- Traffic signal design
- Traffic count/accident analysis
- Study of HOV and bus lane operations
- Bus/HOV lanes and new enforcement areas in the median of the expressway
- 1 replacement bridge, 5 widened bridges and 1 new bridge to accommodate new ramps and auxiliary lanes
- Stormwater management analysis
- Noise and air quality analyses

Client
Port Authority of New York & New Jersey

Client Contact
James Blackmore, Project Director
2 Montgomery Street
Jersey City, NJ 07302
201-395-7282

Project Schedule
2004 – 2010

Contract/Construction Value
$1.5 billion

Key Relevant Features

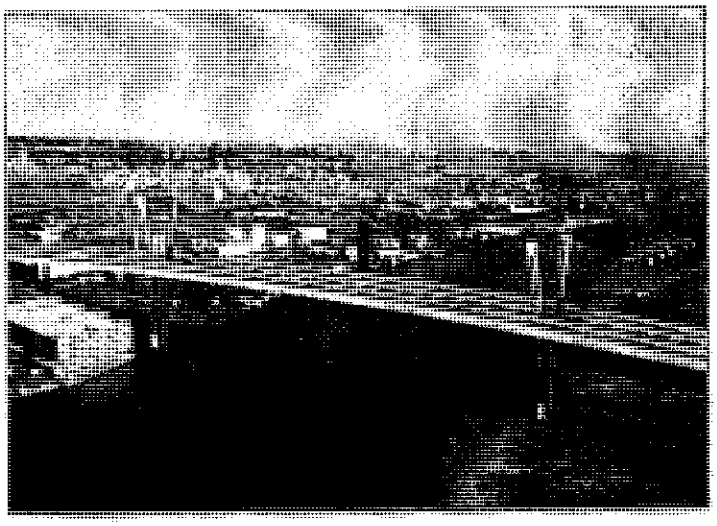
- Developed the GTM that will be used on the Interchange Ramps project
- NEPA-compliant EIS
- Extensive public involvement program
- Collaboration among multiple agencies
- Complex permitting process
- Project scoping

Key Staff Involvement

- Judy Versenyi – Deputy Project Manager
- Peter Sucher – Lead Traffic/ Transportation Engineer
- Andy Paluri – Reviewer, Travel Demand Forecasting
- Maura Fitzpatrick – Public Involvement Lead

GOETHALS BRIDGE REPLACEMENT EIS

STATEN ISLAND, NEW YORK/ ELIZABETH, NEW JERSEY



Project Summary

Recognizing the growing functional and physical deficiencies and operational constraints of the Goethals Bridge, the Port Authority proposed construction of a replacement bridge south of the existing bridge. Parsons Brinckerhoff completed the NEPA EIS to evaluate the replacement bridge alternatives.

Services Provided

- Alternatives analysis
- Development of the Goethals Transportation Model (GTM)
- Traffic studies/engineering
- Interchange Ramps Modification Study
- Environmental impact analysis
- Conceptual engineering services
- Multi-faceted public involvement program
- Environmental permitting
- NEPA project scoping

Client
New Jersey Department of Transportation

Client Contact
Steven Hochman
1035 Parkway Avenue
Trenton, NJ 08625
Phone: 609-530-5366

Project Schedule
1998 – present

Project Construction Value
$200 million

Key Relevant Features
- US Route 1&9 Corridor area
- NEPA-Compliant EA
- FHWA lead federal agency
- NJDOT Capital Delivery Process
- NJDOT design standards
- Community involvement

Key Staff Involvement
- Steven Arbiz – Project Manager

US ROUTE 1 & 9T OVER SAINT PAULS AVENUE AND CONRAIL

JERSEY CITY, HUDSON COUNTY, NEW JERSEY

Project Summary

Parsons Brinckerhoff is providing preliminary and final design and construction support services for two-phased improvements to US Route 1 & 9 over St Pauls Viaduct in Jersey City. The first phase involved operational improvements to the Charlotte and Tonnele Circles. The second phase entails off-line replacement of the structurally deficient Route 1&9T Viaduct over St. Paul's Avenue adjacent to the Pulaski Skyway. . Major ramp improvements are being constructed north and south of the viaduct to improve traffic flow in the surrounding area for Route 7, US Route 1&9, US Route 1&9T, Route 139, and local traffic.

Services Provided

- Final project scoping services
- Environmental assessment
- Environmental studies (hazardous materials, wetlands, noise, air quality, cultural resources, socioeconomic impacts, and stormwater management)
- Environmental permits
- Regulatory agency coordination
- Roadway geometry, traffic signal/signage geotechnical and pavement design
- Base mapping and surveying
- Traffic counts/analysis
- Utility relocations/upgrades
- Historical resources analysis

Client
New Jersey Department of Transportation

Client Contact
Shan Sundara
1035 Parkway Avenue
Trenton, NJ 08625
609-530-5595

Project Schedule
October 2011

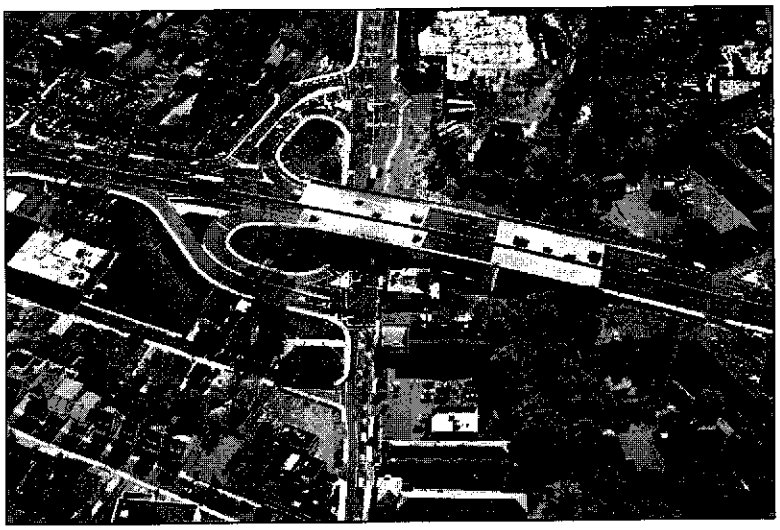
Contract/Construction Value
$25.8 million

Key Relevant Features
- NEPA-compliant EA
- FHWA lead federal agency
- Extensive public outreach
- NJDOT design standards
- NJDOT Capital Delivery Process

Key Staff Involvement
- Joseph Mumber – Project Manager

ROUTE 46 AND MAIN STREET INTERCHANGE RECONSTRUCTION

BERGEN COUNTY, NEW JERSEY



Project Summary

Parsons Brinckerhoff provided preliminary/ final design and construction engineering services to widen and reconstruct the roadway, correct operational and geometric deficiencies, and replace two functionally obsolete single-span bridges: Route 46 over Main Street and Saddle River. Improvements to this interchange, a gateway into Lodi's Main Street Redevelopment Zone, will spur growth and development.

Services Provided

- Geometric design
- Construction staging plans
- Intensive utility involvement and ROW plan preparation
- Hydrologic and hydraulic and scour analysis and design
- Drainage improvements
- Hazardous material investigations
- Geotechnical assessments
- Traffic assessments
- Intersection improvements
- Lighting design
- Wetland delineation
- Air quality analysis
- NJDEP Permit applications, including Freshwater Wetlands and Flood Hazard Area Permits
- Community involvement

Client
South Jersey Transportation Authority (SJTA)

Client Contact
Shawn L. Carpenter, Sr.
Route 54 and Trooper Lane
Hammonton, NJ 08037
609-561-6643

Project Schedule
2011 – 2013

Contract/Construction Value
$53 million

Key Relevant Features

- Complex interchange design
- Environmental permit approvals
- Agency coordination
- Comprehensive public outreach program

Key Staff Involvement

- Andy Paluri – Project Manager

ACE/ACY DIRECT CONNECTOR

ATLANTIC COUNTY, NJ

Project Summary

Parsons Brinckerhoff is providing design services to improve roadway access to Atlantic City International Airport (ACY) from the Atlantic City Expressway (ACE) and help alleviate congestion on local roadways. The project provides for a new, full interchange, a new local access road that connects Amelia-Earhart Boulevard to the Expressway, removal of an obsolete exit ramp at Interchange 9, new ramps to improve access to local roadways including a curved fly-over ramp, and local roadway widening. The project will be constructed in two phases to accommodate SJTA's capital program funding while providing immediate traffic relief for the local community. The phasing of the project will allow for the local access improvements to be constructed and relocate the traffic away from the work zones for the second phase.

Services Provided

- Design of interchange ramps, retaining walls, piers, foundations, pavement, and sign structures
- Traffic signal, signing and striping design
- Geotechnical engineering
- Stormwater management
- Highway lighting
- Survey and mapping, right-of-way engineering and utility relocation
- Construction staging and MPT plans
- Environmental permit applications
- Agency coordination including FAA and Atlantic County
- Public Involvement Action Plan

ATTACHMENT D - PRICING AND COMPENSATION PROPOSAL

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

ENGINEERING FEE

PB Labor Costs (from Attachment D)	$1,321,644.41
PB Direct Expenses	$144,256.00
PB Subtotal	**$1,465,900.41**
Advantage Engineering Associates (MBE)	$98,283.00
Howard/Stein-Hudson Associates	$300,326.78
Matrix New World Engineering (WBE)	$24,472.82
Naik Consulting Group (MBE)	$190,707.48
Amy S Greene Environmental Consultants (WBE)	$59,652.87
Richard Grubb Associates (WBE)	$59,937.90
PB Team Total	**$2,199,281.26**

MBE%	13%
WBE%	7%

DIRECT EXPENSES

Skycomp			$ 60,000.00
Mileage	5600	miles @ $0.565	$ 3,164.00
Communication			$ 250.00
Postage, FEDEX, Photo, Tolls			$ 1,000.00
Soil Boring			$ 40,000.00
Pavement Core			$ -
Test Pit for SWM		$2000/day	$ 20,000.00
Traffic Control for Soil Boring	2	$1500/day	$ 3,000.00
Traffic Control for Field Survey		$1500/day	$ -
Reproduction			
Photocopies	19200	@ $0.06	$ 1,152.00
Color Copies	15600	@ $0.75	$ 11,700.00
Prints	1730	@ $1.20	$ 2,076.00
Color Prints	40	@ $3.60	$ 144.00
Half Size Prints	100	@ $0.30	$ 30.00
Display Boards	360	Sq Ft @ $4.00	$ 1,440.00
Report Binding	150	@ $2.00	$ 300.00
		TOTAL	**$ 144,256.00**

Total Proposal Price is to be filled out both in words and in figures, below.

Total Amount:

$2,199,281

Two million one hundred ninety nine thousand two hundred eighty one

Date: 7-11-13

ATTACHMENT D SUMMARY

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

TASK	Parsons Brinckerhoff		Advantage Engineering Associates		Howard/Stein-Hudson Associates		Matrix New World Engineering		Naik Consulting Group		Amy S Greene Environmental Consultants		Richard Grubb Associates		TOTAL	
	Hours	Fee	Hours	Fee	Hours	Fee	Hours	Fee	Hours	Fee	Hours	Fee	Hours	Fee	Hours	Fee
TASK A. Document Review	58	$8,216	16	$2,392							8	$952	8	$870	90	$12,429
TASK B. Field Services	1,472	$179,871	24	$2,808					1,112	$99,507	108	$11,361			2,716	$293,547
TASK C. Revise Reference Documents	124	$16,150	20	$2,725							20	$2,309	8	$870	172	$22,054
TASK D. Project Schedule and Monthly Progress Reports	656	$176,706			80	$16,905									736	$193,611
TASK E. Design Criteria Summary	68	$11,257	96	$12,230							12	$1,614			176	$25,102
TASK F. Alternative Actions and Screening	978	$119,868									64	$8,037	28	$2,837	1,070	$130,742
TASK G. Presentations and Agreement	196	$42,273													196	$42,273
TASK H. NEPA Public Scoping Meetings	196	$35,063			230	$30,744					17	$2,730			443	$68,537
TASK I. Public Outreach and Stakeholder Participation	202	$42,305	16	$2,309	1,564	$177,674									1,782	$222,288
TASK J. Interagency Meetings	200	$39,412	32	$4,202	260	$35,502					32	$5,273			524	$84,388
TASK K. Identify Environmental Criteria	100	$18,423									19	$2,544	12	$1,092	131	$22,059
TASK L. Conceptual Design	1,870	$227,873	420	$44,439			96	$10,037	720	$63,701					3,106	$346,050
TASK M. Evaluate and Develop Design Options and Alternatives	1,206	$162,797	104	$12,761							20	$2,156	222	$22,121	1,552	$199,835
TASK N. Existing Conditions/Affected Environment	384	$48,024					60	$6,681			76	$8,808	162	$16,667	682	$80,180
TASK O. Environmental Consequences	316	$42,968					60	$6,681			62	$7,193	136	$14,189	574	$71,031
TASK P. Prepare Environmental Assessment and NEPA Documents	438	$74,351			80	$11,502					46	$5,647	16	$1,010	580	$92,510
TASK Q. Cost Estimating, Schedule, and Constructability	346	$44,904	57	$6,607											403	$51,511
TASK R. Conceptual Design Executive Summary & Report	160	$31,185	60	$7,561											220	$38,745
Expenses		$144,256		$250		$28,000		$1,075		$27,500		$1,029		$281		$202,390
TOTAL	8,970	$1,465,900	845	$98,283	2,214	$300,327	216	$24,473	1,832	$190,707	484	$59,653	592	$59,938	15,153	$2,199,281

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK A. Document Review

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	2	$113.38	2.79	$316.34	$632.67
S. Arbiz	Civil Lead	Civil	PB	2	$69.82	2.79	$194.81	$389.62
T. Pagani	Supervising Eng	Civil	PB	8	$60.90	2.79	$169.92	$1,359.38
D. Delenick	Senior Eng	Drainage	PB	8	$37.44	2.79	$104.46	$835.67
J. Mumber	Structures Lead	Structures	PB	2	$87.32	2.79	$243.63	$487.26
R. Fahmy	Sr. Supervising Eng	Geotech	PB	2	$74.35	2.79	$207.42	$414.85
M. Lunemann	Senior Engineer	Geotech	PB	8	$41.67	2.79	$116.27	$930.16
E. Perez	Lead Engineer	Traffic	PB	8	$48.78	2.79	$136.10	$1,088.79
M. Folli	Lead Environ Scientist	Environment	PB	4	$44.78	2.79	$124.95	$499.79
B. Kieves	Lead Planner	Environment	PB	4	$44.31	2.79	$123.63	$494.51
M. Weinstein	Jr. Planner	Environment	PB	8	$24.57	2.79	$68.54	$548.30
J. Versenyi	Environment Lead	Environment	PB	2	$95.81	2.79	$267.31	$534.62
			TASK A. TOTAL HOURS:	58			*TASK A. TOTAL COST:*	$ 8,215.62

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK B. Field Services

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	4	$113.38	2.79	$316.34	$1,265.35
S. Arbiz	Civil Lead	Civil	PB	8	$69.82	2.79	$194.81	$1,558.46
T. Pagani	Supervising Eng	Civil	PB	16	$60.90	2.79	$169.92	$2,718.75
W. Haggerty	Supervising Eng	Civil	PB	8	$60.43	2.79	$168.60	$1,348.80
E. Valentin	Cadd Designer	Civil	PB	28	$30.27	2.79	$84.46	$2,364.83
T. Stanford	Supervising Eng	Drainage	PB	4	$52.29	2.79	$145.90	$583.59
D. Delenick	Senior Eng	Drainage	PB	28	$37.44	2.79	$104.46	$2,924.85
J. Mumber	Structures Lead	Structures	PB	2	$87.32	2.79	$243.63	$487.26
R. Szatkowski	Supv Engineer	Structures	PB	16	$59.24	2.79	$165.29	$2,644.68
S. McAuley	Engineer II	Structures	PB	16	$35.65	2.79	$99.48	$1,591.62
A. Kotchi	Sr. Supervising Eng	Traffic	PB	8	$59.04	2.79	$164.72	$1,317.76
E. Perez	Lead Engineer	Traffic	PB	40	$47.68	2.79	$133.02	$5,320.94
R. McKendry	Engineer II	Traffic	PB	160	$37.20	2.79	$103.80	$16,607.69
R. Seifert	Eng Aide II	Traffic	PB	80	$29.47	2.79	$82.22	$6,577.32
P. Sucher	Traffic Lead	Traffic	PB	80	$114.56	2.79	$319.61	$25,569.03
L. Senh	Sr Supervising Eng	Traffic	PB	188	$56.40	2.79	$157.36	$29,584.40
P. Volet	Sr Supervising Eng	Traffic	PB	18	$71.80	2.79	$200.33	$3,605.86
Y. Teles	Lead Engineer	Traffic	PB	58	$58.43	2.79	$163.03	$9,455.45
C. Bernardo	Senior Engineer	Traffic	PB	280	$37.14	2.79	$103.63	$29,015.17
A. Gore	Assist Eng	Traffic	PB	420	$28.84	2.79	$80.46	$33,794.71
M. Folli	Lead Env Scientist	Environment	PB	8	$44.78	2.79	$124.95	$999.59
J. Versenyi	Environment Lead	Environment	PB	2	$95.81	2.79	$267.31	$534.62
			TASK B. TOTAL HOURS:	**1472**			***TASK B. TOTAL COST:***	**$179,870.74**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK C. Revise Reference Documents

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	4	$113.38	2.79	$316.34	$1,265.35
E. Perez	Lead Engineer	Traffic	PB	40	$47.68	2.79	$133.02	$5,320.94
P. Sucher	Traffic Lead	Traffic	PB	4	$114.56	2.79	$319.61	$1,278.45
B. Kieves	Lead Planner	Environment	PB	8	$44.31	2.79	$123.63	$989.01
M. Weinstein	Jr. Planner	Environment	PB	40	$24.57	2.79	$68.54	$2,741.51
F. Lu	Lead Planner	GIS	PB	12	$44.65	2.79	$124.57	$1,494.90
T. Strum-Gilliam	Sr. Supv. Env. Scientist	Environment	PB	12	$59.45	2.79	$165.87	$1,990.44
J. Versenyi	Environment Lead	Environment	PB	4	$95.81	2.79	$267.31	$1,069.25
			TASK C. TOTAL HOURS:	**124**			***TASK C. TOTAL COST:***	**$16,149.85**

TASK D. Project Schedule and Monthly Progress Reports

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	256	$113.38	2.79	$316.34	$80,982.25
S. Arbiz	Civil Lead	Civil	PB	80	$69.82	2.79	$194.81	$15,584.65
R. Almanzar	Lead Eng	Civil	PB	80	$43.50	2.79	$121.36	$9,708.51
P. Sucher	Traffic Lead	Traffic	PB	120	$114.56	2.79	$319.61	$38,353.55
J. Versenyi	Environment Lead	Environment	PB	120	$95.81	2.79	$267.31	$32,077.39
			TASK D. TOTAL HOURS:	**656**			***TASK D. TOTAL COST:***	**$176,706.34**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK E. Design Criteria Summary

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	2	$113.38	2.79	$316.34	$632.67
S. Arbiz	Civil Lead	Civil	PB	16	$69.82	2.79	$194.81	$3,116.93
R. Almanzar	Lead Eng	Civil	PB	24	$43.50	2.79	$121.36	$2,912.55
T. Stanford	Supervising Eng	Drainage	PB	4	$52.29	2.79	$145.90	$583.59
J. Mumber	Structures Lead	Structures	PB	2	$87.32	2.79	$243.63	$487.26
R. Szatkowski	Supv Engineer	Structures	PB	12	$59.24	2.79	$165.29	$1,983.51
K. Ro	Ser. Eng. Manager	Geotech	PB	2	$83.69	2.79	$233.49	$466.98
R. Fahmy	Sr. Supervising Eng	Geotech	PB	2	$74.35	2.79	$207.42	$414.85
A. Kotchi	Sr. Supervising Eng	Traffic	PB	4	$59.04	2.79	$164.72	$658.88
			TASK E. TOTAL HOURS:	**68**			***TASK E. TOTAL COST:***	**$11,257.22**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK F. Alternative Actions and Screening

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	16	$113.38	2.79	$316.34	$5,061.39
S. Arbiz	Civil Lead	Civil	PB	4	$69.82	2.79	$194.81	$779.23
R. Almanzar	Lead Eng	Civil	PB	32	$43.50	2.79	$121.36	$3,883.40
D. Delenick	Senior Eng	Drainage	PB	36	$37.44	2.79	$104.46	$3,760.52
P.Huntoon	Engineer I	Drainage	PB	80	$28.72	2.79	$80.12	$6,409.50
J. Mumber	Structures Lead	Structures	PB	4	$87.32	2.79	$243.63	$974.52
S. McAuley	Engineer II	Structures	PB	30	$35.65	2.79	$99.48	$2,984.28
P. Sucher	Traffic Lead	Traffic	PB	16	$114.56	2.79	$319.61	$5,113.81
L. Senh	Sr Supervising Eng	Traffic	PB	80	$56.40	2.79	$157.36	$12,589.10
C. Bernardo	Senior Engineer	Traffic	PB	160	$37.14	2.79	$103.63	$16,580.10
A. Gore	Assist Eng	Traffic	PB	180	$28.84	2.79	$80.46	$14,483.45
A. Kotchi	Sr. Supervising Eng	Traffic	PB	8	$59.04	2.79	$164.72	$1,317.76
E. Perez	Lead Engineer	Traffic	PB	32	$47.68	2.79	$133.02	$4,256.75
R. McKendry	Engineer II	Traffic	PB	32	$37.20	2.79	$103.80	$3,321.54
J. Versenyi	Environment Lead	Environment	PB	68	$95.81	2.79	$267.31	$18,177.19
B. Kieves	Lead Planner	Environment	PB	40	$44.31	2.79	$123.63	$4,945.06
M. Weinstein	Jr. Planner	Environment	PB	40	$24.57	2.79	$68.54	$2,741.51
A. Morrone	Spv. Env. Scientist	Environment	PB	8	$66.32	2.79	$185.04	$1,480.30
R. Ying	Engineer I	Environment	PB	16	$33.75	2.79	$94.17	$1,506.74
T. Strum-Gilliam	Sr. Supv. Env. Scientist	Environment	PB	40	$59.45	2.79	$165.87	$6,634.80
S. Balzano	Sr. Spv. Env. Scientist	Environment	PB	16	$64.22	2.79	$179.18	$2,866.80
F. Lu	Lead Planner	GIS	PB	40	$44.65	2.79	$124.57	$4,983.00
			TASK F. TOTAL HOURS:	**978**			***TASK F. TOTAL COST:***	**$119,867.76**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK G. Presentations and Agreement

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	48	$113.38	2.79	$316.34	$15,184.17
S. Arbiz	Civil Lead	Civil	PB	24	$69.82	2.79	$194.81	$4,675.39
P. Sucher	Traffic Lead	Traffic	PB	24	$114.56	2.79	$319.61	$7,670.71
E. Valentin	Cadd Designer	Civil	PB	16	$30.27	2.79	$84.46	$1,351.33
J. Mumber	Structures Lead	Structures	PB	4	$87.32	2.79	$243.63	$974.52
K. Mulrennan	Cadd Operator I	Structures	PB	16	$17.51	2.79	$48.85	$781.65
R. Fahmy	Sr. Supervising Eng	Geotech	PB	8	$74.35	2.79	$207.42	$1,659.39
E. Perez	Lead Engineer	Traffic	PB	8	$47.68	2.79	$133.02	$1,064.19
M. Carnavale	Sr. Cadd Operator	Traffic	PB	24	$37.28	2.79	$104.00	$2,495.98
J. Versenyi	Environment Lead	Environment	PB	24	$95.81	2.79	$267.31	$6,415.48
			TASK G. TOTAL HOURS:	**196**			***TASK G. TOTAL COST:***	**$42,272.81**

TASK H. NEPA Public Scoping Meetings

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	24	$113.38	2.79	$316.34	$7,592.09
P. Sucher	Traffic Lead	Traffic	PB	16	$114.56	2.79	$319.61	$5,113.81
S. Arbiz	Civil Lead	Civil	PB	16	$69.82	2.79	$194.81	$3,116.93
E. Valentin	Cadd Designer	Civil	PB	16	$30.27	2.79	$84.46	$1,351.33
J. Mumber	Structures Lead	Structures	PB	4	$87.32	2.79	$243.63	$974.52
J. Versenyi	Environment Lead	Environment	PB	24	$95.81	2.79	$267.31	$6,415.48
B. Kieves	Lead Planner	Environment	PB	16	$44.31	2.79	$123.63	$1,978.03
M. Weinstein	Jr. Planner	Environment	PB	40	$24.57	2.79	$68.54	$2,741.51
J. Grenier	Supervising Eng	Planning	PB	16	$60.04	2.79	$167.51	$2,680.13
D. Hartman	Lead Engineer	Planning	PB	24	$46.29	2.79	$129.14	$3,099.46
			TASK H. TOTAL HOURS:	**196**			***TASK H. TOTAL COST:***	**$35,063.27**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK I. Public Outreach and Stakeholder Participation

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	32	$113.38	2.79	$316.34	$10,122.78
P. Sucher	Traffic Lead	Traffic	PB	22	$114.56	2.79	$319.61	$7,031.48
S. Arbiz	Civil Lead	Civil	PB	16	$69.82	2.79	$194.81	$3,116.93
E. Valentin	Cadd Designer	Civil	PB	16	$30.27	2.79	$84.46	$1,351.33
J. Mumber	Structures Lead	Structures	PB	8	$87.32	2.79	$243.63	$1,949.04
A. Kotchi	Sr. Supervising Eng	Traffic	PB	16	$59.04	2.79	$164.72	$2,635.53
J. Versenyi	Environment Lead	Environment	PB	32	$95.81	2.79	$267.31	$8,553.97
S. Camay	Lead Planner	Outreach	PB	60	$45.06	2.79	$125.72	$7,543.46
			TASK I. TOTAL HOURS:	**202**			***TASK I. TOTAL COST:***	**$42,304.52**

TASK J. Interagency Meetings

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	24	$113.38	2.79	$316.34	$7,592.09
P. Sucher	Traffic Lead	Traffic	PB	20	$114.56	2.79	$319.61	$6,392.26
S. Arbiz	Civil Lead	Civil	PB	16	$69.82	2.79	$194.81	$3,116.93
E. Valentin	Cadd Designer	Civil	PB	12	$30.27	2.79	$84.46	$1,013.50
D. Delenick	Senior Eng	Drainage	PB	8	$37.44	2.79	$104.46	$835.67
J. Mumber	Structures Lead	Structures	PB	12	$87.32	2.79	$243.63	$2,923.55
E. Perez	Lead Engineer	Traffic	PB	32	$47.68	2.79	$133.02	$4,256.75
M. Carnavale	Sr. Cadd Operator	Traffic	PB	16	$37.28	2.79	$104.00	$1,663.99
J. Versenyi	Environment Lead	Environment	PB	28	$95.81	2.79	$267.31	$7,484.72
D. Hartman	Lead Engineer	Planning	PB	32	$46.29	2.79	$129.14	$4,132.61
			TASK J. TOTAL HOURS:	**200**			***TASK J. TOTAL COST:***	**$39,412.07**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK K. Identify Environmental Criteria

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	4	$113.38	2.79	$316.34	$1,265.35
P. Sucher	Traffic Lead	Traffic	PB	4	$114.56	2.79	$319.61	$1,278.45
D. Delenick	Senior Eng	Drainage	PB	16	$37.44	2.79	$104.46	$1,671.34
E. Perez	Lead Engineer	Traffic	PB	16	$47.68	2.79	$133.02	$2,128.38
J. Versenyi	Environment Lead	Environment	PB	24	$95.81	2.79	$267.31	$6,415.48
B. Kieves	Lead Planner	Environment	PB	16	$44.31	2.79	$123.63	$1,978.03
A. Morrone	Spv. Env. Scientist	Environment	PB	8	$66.32	2.79	$185.04	$1,480.30
T. Petsios	Sr. Engineering Mgr	Environment	PB	4	$78.73	2.79	$219.67	$878.66
T. Strum-Gilliam	Sr. Supv. Env. Scientist	Environment	PB	8	$59.45	2.79	$165.87	$1,326.96
			TASK K. TOTAL HOURS:	**100**			***TASK K. TOTAL COST:***	**$18,422.95**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK L. Conceptual Design

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	52	$113.38	2.79	$316.34	$16,449.52
P. Sucher	Traffic Lead	Traffic	PB	24	$114.56	2.79	$319.61	$7,670.71
S. Arbiz	Civil Lead	Civil	PB	60	$69.82	2.79	$194.81	$11,688.49
T. Pagani	Supervising Eng	Civil	PB	40	$60.90	2.79	$169.92	$6,796.88
W. Haggerty	Supervising Eng	Civil	PB	24	$60.43	2.79	$168.60	$4,046.40
R. Almanzar	Lead Eng	Civil	PB	240	$43.50	2.79	$121.36	$29,125.52
T. Burke	Engineer I	Civil	PB	240	$31.52	2.79	$87.94	$21,104.45
E. Valentin	Cadd Designer	Civil	PB	96	$30.27	2.79	$84.46	$8,107.97
M. Barbagallo	Sr. Supervising Eng	Civil	PB	6	$71.31	2.79	$198.95	$1,193.68
T. Stanford	Supervising Eng	Drainage	PB	6	$52.29	2.79	$145.90	$875.39
P.Huntoon	Engineer I	Drainage	PB	60	$28.72	2.79	$80.12	$4,807.13
E. Valentin	Cadd Designer	Drainage	PB	20	$30.27	2.79	$84.46	$1,689.16
J. Mumber	Structures Lead	Structures	PB	4	$87.32	2.79	$243.63	$974.52
R. Szatkowski	Supv Engineer	Structures	PB	180	$59.24	2.79	$165.29	$29,752.62
S. McAuley	Engineer II	Structures	PB	180	$35.65	2.79	$99.48	$17,905.68
K. Mulrennan	Cadd Operator I	Structures	PB	120	$17.51	2.79	$48.85	$5,862.35
K. Ro	Ser. Eng. Manager	Geotech	PB	4	$83.69	2.79	$233.49	$933.95
R. Fahmy	Sr. Supervising Eng	Geotech	PB	18	$74.35	2.79	$207.42	$3,733.63
M. Lunemann	Senior Engineer	Geotech	PB	160	$41.67	2.79	$116.27	$18,603.18
A. Kotchi	Sr. Supervising Eng	Traffic	PB	32	$59.04	2.79	$164.72	$5,271.06
E. Perez	Lead Engineer	Traffic	PB	44	$47.68	2.79	$133.02	$5,853.04
R. McKendry	Engineer II	Traffic	PB	132	$37.20	2.79	$103.80	$13,701.34
M. Carnavale	Sr. Cadd Operator	Traffic	PB	40	$37.28	2.79	$104.00	$4,159.97
M. Guzman	Cadd Operator	Traffic	PB	80	$24.32	2.79	$67.85	$5,427.84
J. Versenyi	Environment Lead	Environment	PB	8	$95.81	2.79	$267.31	$2,138.49
			TASK L. TOTAL HOURS:	**1870**			***TASK L. TOTAL COST:***	**$227,872.96**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK M. Evaluate and Develop Design Options and Alternatives

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	40	$113.38	2.79	$316.34	$12,653.48
P. Sucher	Traffic Lead	Traffic	PB	28	$114.56	2.79	$319.61	$8,949.16
S. Arbiz	Civil Lead	Civil	PB	40	$69.82	2.79	$194.81	$7,792.32
R. Almanzar	Lead Eng	Civil	PB	100	$43.50	2.79	$121.36	$12,135.64
T. Burke	Engineer I	Civil	PB	100	$31.52	2.79	$87.94	$8,793.52
E. Valentin	Cadd Designer	Civil	PB	48	$30.27	2.79	$84.46	$4,053.99
T. Stanford	Supervising Eng	Drainage	PB	6	$52.29	2.79	$145.90	$875.39
D. Delenick	Senior Eng	Drainage	PB	16	$37.44	2.79	$104.46	$1,671.34
J. Mumber	Structures Lead	Structures	PB	2	$87.32	2.79	$243.63	$487.26
R. Szatkowski	Supv Engineer	Structures	PB	80	$59.24	2.79	$165.29	$13,223.39
S. McAuley	Engineer II	Structures	PB	100	$35.65	2.79	$99.48	$9,947.60
K. Mulrennan	Cadd Operator I	Structures	PB	60	$17.51	2.79	$48.85	$2,931.17
R. Fahmy	Sr. Supervising Eng	Geotech	PB	8	$74.35	2.79	$207.42	$1,659.39
M. Lunemann	Senior Engineer	Geotech	PB	40	$41.67	2.79	$116.27	$4,650.80
A. Kotchi	Sr. Supervising Eng	Traffic	PB	6	$59.04	2.79	$164.72	$988.32
E. Perez	Lead Engineer	Traffic	PB	12	$47.68	2.79	$133.02	$1,596.28
R. McKendry	Engineer II	Traffic	PB	40	$37.20	2.79	$103.80	$4,151.92
M. Guzman	Cadd Operator	Traffic	PB	40	$24.32	2.79	$67.85	$2,713.92
J. Versenyi	Environment Lead	Environment	PB	40	$95.81	2.79	$267.31	$10,692.46
B. Kieves	Lead Planner	Environment	PB	24	$44.31	2.79	$123.63	$2,967.04
M. Weinstein	Jr. Planner	Environment	PB	40	$24.57	2.79	$68.54	$2,741.51
A. Morrone	Spv. Env. Scientist	Environment	PB	60	$66.32	2.79	$185.04	$11,102.25
R. Ying	Engineer I	Environment	PB	86	$33.75	2.79	$94.17	$8,098.72
T. Petsios	Sr. Engineering Mgr	Environment	PB	24	$78.73	2.79	$219.67	$5,271.98
M. Wu	Env. Scientist	Environment	PB	82	$42.43	2.79	$118.37	$9,706.15
T. Strum-Gilliam	Sr. Supv. Env. Scientist	Environment	PB	60	$59.45	2.79	$165.87	$9,952.20
F. Lu	Lead Planner	GIS	PB	24	$44.65	2.79	$124.57	$2,989.80
			TASK M. TOTAL HOURS:	**1206**			***TASK M. TOTAL COST:***	**$162,797.00**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK N. Existing Conditions/Affected Environment

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	6	$113.38	2.79	$316.34	$1,898.02
T. Stanford	Supervising Eng	Drainage	PB	10	$52.29	2.79	$145.90	$1,458.98
D. Delenick	Senior Eng	Drainage	PB	24	$37.44	2.79	$104.46	$2,507.02
J. Versenyi	Environment Lead	Environment	PB	20	$95.81	2.79	$267.31	$5,346.23
B. Kieves	Lead Planner	Environment	PB	16	$44.31	2.79	$123.63	$1,978.03
M. Weinstein	Jr. Planner	Environment	PB	72	$24.57	2.79	$68.54	$4,934.72
A. Morrone	Spv. Env. Scientist	Environment	PB	16	$66.32	2.79	$185.04	$2,960.60
R. Ying	Engineer I	Environment	PB	80	$33.75	2.79	$94.17	$7,533.69
T. Petsios	Sr. Engineering Mgr	Environment	PB	12	$78.73	2.79	$219.67	$2,635.99
M. Wu	Env. Scientist	Environment	PB	80	$42.43	2.79	$118.37	$9,469.42
T. Strum-Gilliam	Sr. Supv. Env. Scientist	Environment	PB	32	$59.45	2.79	$165.87	$5,307.84
F. Lu	Lead Planner	GIS	PB	16	$44.65	2.79	$124.57	$1,993.20
			TASK N. TOTAL HOURS:	**384**			***TASK N. TOTAL COST:***	**$48,023.72**

TASK O. Environmental Consequences

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	4	$113.38	2.79	$316.34	$1,265.35
P. Sucher	Traffic Lead	Traffic	PB	4	$114.56	2.79	$319.61	$1,278.45
R. Fahmy	Sr. Supervising Eng	Geotech	PB	10	$74.35	2.79	$207.42	$2,074.24
E. Perez	Lead Engineer	Traffic	PB	16	$47.68	2.79	$133.02	$2,128.38
J. Versenyi	Environment lead	Environment	PB	22	$95.81	2.79	$267.31	$5,880.85
B. Kieves	Lead Planner	Environment	PB	16	$44.31	2.79	$123.63	$1,978.03
M. Weinstein	Jr. Planner	Environment	PB	80	$24.57	2.79	$68.54	$5,483.02
A. Morrone	Spv. Env. Scientist	Environment	PB	24	$66.32	2.79	$185.04	$4,440.90
R. Ying	Engineer I	Environment	PB	40	$33.75	2.79	$94.17	$3,766.85
T. Petsios	Sr. Engineering Mgr	Environment	PB	12	$78.73	2.79	$219.67	$2,635.99
M. Wu	Env. Scientist	Environment	PB	40	$42.43	2.79	$118.37	$4,734.71
T. Strum-Gilliam	Sr. Supv. Env. Scientist	Environment	PB	32	$59.45	2.79	$165.87	$5,307.84
F. Lu	Lead Planner	GIS	PB	16	$44.65	2.79	$124.57	$1,993.20
			TASK O. TOTAL HOURS:	**316**			***TASK O. TOTAL COST:***	**$42,967.79**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK P. Prepare Environmental Assessment and NEPA Documents

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	24	$113.38	2.79	$316.34	$7,592.09
P. Sucher	Traffic Lead	Traffic	PB	24	$114.56	2.79	$319.61	$7,670.71
T. Stanford	Supervising Eng	Drainage	PB	16	$52.29	2.79	$145.90	$2,334.36
R. Szatkowski	Supv Engineer	Structures	PB	12	$59.24	2.79	$165.29	$1,983.51
A. Kotchi	Sr. Supervising Eng	Traffic	PB	8	$59.04	2.79	$164.72	$1,317.76
E. Perez	Lead Engineer	Traffic	PB	40	$47.68	2.79	$133.02	$5,320.94
J. Versenyi	Environment Lead	Environment	PB	80	$95.81	2.79	$267.31	$21,384.93
B. Kieves	Lead Planner	Environment	PB	16	$44.31	2.79	$123.63	$1,978.03
M. Weinstein	Jr. Planner	Environment	PB	80	$24.57	2.79	$68.54	$5,483.02
A. Morrone	Spv. Env. Scientist	Environment	PB	24	$66.32	2.79	$185.04	$4,440.90
R. Ying	Engineer I	Environment	PB	40	$33.75	2.79	$94.17	$3,766.85
T. Petsios	Sr. Engineering Mgr	Environment	PB	12	$78.73	2.79	$219.67	$2,635.99
M. Wu	Env. Scientist	Environment	PB	4	$42.43	2.79	$118.37	$473.47
T. Strum-Gilliam	Sr. Supv. Env. Scientist	Environment	PB	18	$59.45	2.79	$165.87	$2,985.66
F. Lu	Lead Planner	GIS	PB	40	$44.65	2.79	$124.57	$4,983.00
			TASK P. TOTAL HOURS:	438			***TASK P. TOTAL COST:***	**$74,351.21**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK Q. Cost Estimating, Schedule, and Constructability

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	12	$113.38	2.79	$316.34	$3,796.04
M. Barbagallo	Sr. Supervising Eng	Civil	PB	10	$71.31	2.79	$198.95	$1,989.46
S. Arbiz	Civil Lead	Civil	PB	16	$69.82	2.79	$194.81	$3,116.93
T. Pagani	Supervising Eng	Civil	PB	4	$60.90	2.79	$169.92	$679.69
R. Almanzar	Lead Eng	Civil	PB	80	$43.50	2.79	$121.36	$9,708.51
T. Burke	Engineer I	Civil	PB	80	$31.52	2.79	$87.94	$7,034.82
T. Stanford	Supervising Eng	Drainage	PB	2	$52.29	2.79	$145.90	$291.80
D. Delenick	Senior Eng	Drainage	PB	12	$37.44	2.79	$104.46	$1,253.51
J. Mumber	Structures Lead	Structures	PB	4	$87.32	2.79	$243.63	$974.52
R. Szatkowski	Supv Engineer	Structures	PB	30	$59.24	2.79	$165.29	$4,958.77
S. McAuley	Engineer II	Structures	PB	40	$35.65	2.79	$99.48	$3,979.04
R. Fahmy	Sr. Supervising Eng	Geotech	PB	4	$74.35	2.79	$207.42	$829.69
M. Lunemann	Senior Engineer	Geotech	PB	24	$41.67	2.79	$116.27	$2,790.48
A. Kotchi	Sr. Supervising Eng	Traffic	PB	4	$59.04	2.79	$164.72	$658.88
E. Perez	Lead Engineer	Traffic	PB	12	$47.68	2.79	$133.02	$1,596.28
R. McKendry	Engineer II	Traffic	PB	12	$37.20	2.79	$103.80	$1,245.58
			TASK Q. TOTAL HOURS:	**346**			***TASK Q. TOTAL COST:***	**$44,903.99**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

PARSONS BRINCKERHOFF

TASK R. Conceptual Design Executive Summary & Report

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Paluri	Project Manager	PM	PB	14	$113.38	2.79	$316.34	$4,428.72
P. Sucher	Traffic Lead	Traffic	PB	12	$114.56	2.79	$319.61	$3,835.35
S. Arbiz	Civil Lead	Civil	PB	16	$69.82	2.79	$194.81	$3,116.93
T. Stanford	Supervising Eng	Drainage	PB	4	$52.29	2.79	$145.90	$583.59
J. Mumber	Structures Lead	Structures	PB	4	$87.32	2.79	$243.63	$974.52
R. Szatkowski	Supv Engineer	Structures	PB	32	$59.24	2.79	$165.29	$5,289.36
R. Fahmy	Sr. Supervising Eng	Geotech	PB	8	$74.35	2.79	$207.42	$1,659.39
M. Lunemann	Senior Engineer	Geotech	PB	24	$41.67	2.79	$116.27	$2,790.48
J. Versenyi	Environment Lead	Environment	PB	14	$95.81	2.79	$267.31	$3,742.36
A. Kotchi	Sr. Supervising Eng	Traffic	PB	16	$59.04	2.79	$164.72	$2,635.53
E. Perez	Lead Engineer	Traffic	PB	16	$47.68	2.79	$133.02	$2,128.38
			TASK R. TOTAL HOURS:	**160**			***TASK R. TOTAL COST:***	**$31,184.60**

TOTAL STAFFING COSTS:		**$ 1,321,644.41**
TOTAL OUT-OF-POCKET EXPENSES: See summary page		**$ 144,256.00**
TOTAL COSTS:	**$**	**1,465,900.41**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Advantage Engineering Associates

TASK A. Document Review

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Gurvinder Dhami, P.E.	PVII		AEA	2	$85.00	2.60	$221.00	$442.00
William Ducsak, P.E.	PVI		AEA	5	$62.00	2.60	$161.20	$806.00
Mahesh Patel	PV		AEA	4	$60.00	2.60	$156.00	$624.00
Brandon Portelli, P.E.	PIV		AEA	5	$40.00	2.60	$104.00	$520.00
Harmeet Dhaliwal, EIT	PIII		AEA	0	$34.00	2.60	$88.40	$0.00
Angel Guzman	ETIII		AEA	0	$31.50	2.60	$81.90	$0.00
			TASK A. TOTAL HOURS:	**16**			***TASK A. TOTAL COST:***	**$ 2,392.00**

TASK B. Field Services

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Gurvinder Dhami, P.E.	PVII		AEA	0	$85.00	2.60	$221.00	$0.00
William Ducsak, P.E.	PVI		AEA	4	$62.00	2.60	$161.20	$644.80
Mahesh Patel	PV		AEA	4	$60.00	2.60	$156.00	$624.00
Brandon Portelli, P.E.	PIV		AEA	8	$40.00	2.60	$104.00	$832.00
Harmeet Dhaliwal, EIT	PIII		AEA	8	$34.00	2.60	$88.40	$707.20
Angel Guzman	ETIII		AEA	0	$31.50	2.60	$81.90	$0.00
			TASK B. TOTAL HOURS:	**24**			***TASK B. TOTAL COST:***	**$ 2,808.00**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Advantage Engineering Associates

TASK C. Revised Reference Documents

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Gurvinder Dhami, P.E.	PVII		AEA	0	$85.00	2.60	$221.00	$0.00
William Ducsak, P.E.	PVI		AEA	4	$62.00	2.60	$161.20	$644.80
Mahesh Patel	PV		AEA	8	$60.00	2.60	$156.00	$1,248.00
Brandon Portelli, P.E.	PIV		AEA	8	$40.00	2.60	$104.00	$832.00
Harmeet Dhaliwal, EIT	PIII		AEA	0	$34.00	2.60	$88.40	$0.00
Angel Guzman	ETIII		AEA	0	$31.50	2.60	$81.90	$0.00
			TASK C. TOTAL HOURS:	**20**			***TASK C. TOTAL COST:***	**$ 2,724.80**

TASK E. Design Criteria Summary

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Gurvinder Dhami, P.E.	PVII		AEA	8	$85.00	2.60	$221.00	$1,768.00
William Ducsak, P.E.	PVI		AEA	16	$62.00	2.60	$161.20	$2,579.20
Mahesh Patel	PV		AEA	16	$60.00	2.60	$156.00	$2,496.00
Brandon Portelli, P.E.	PIV		AEA	28	$40.00	2.60	$104.00	$2,912.00
Harmeet Dhaliwal, EIT	PIII		AEA	28	$34.00	2.60	$88.40	$2,475.20
Angel Guzman	ETIII		AEA	0	$31.50	2.60	$81.90	$0.00
			TASK E. TOTAL HOURS:	**96**			***TASK E. TOTAL COST:***	**$ 12,230.40**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Advantage Engineering Associates

TASK I. Public Outreach and Stakeholder Participation

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Gurvinder Dhami, P.E.	PVII		AEA	0	$85.00	2.60	$221.00	$0.00
William Ducsak, P.E.	PVI		AEA	4	$62.00	2.60	$161.20	$644.80
Mahesh Patel	PV		AEA	8	$60.00	2.60	$156.00	$1,248.00
Brandon Portelli, P.E.	PIV		AEA	4	$40.00	2.60	$104.00	$416.00
Harmeet Dhaliwal, EIT	PIII		AEA	0	$34.00	2.60	$88.40	$0.00
Angel Guzman	ETIII		AEA	0	$31.50	2.60	$81.90	$0.00
			TASK I. TOTAL HOURS:	**16**			***TASK I. TOTAL COST:***	**$ 2,308.80**

TASK J. Interagency Meetings

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Gurvinder Dhami, P.E.	PVII		AEA	0	$85.00	2.60	$221.00	$0.00
William Ducsak, P.E.	PVI		AEA	8	$62.00	2.60	$161.20	$1,289.60
Mahesh Patel	PV		AEA	8	$60.00	2.60	$156.00	$1,248.00
Brandon Portelli, P.E.	PIV		AEA	16	$40.00	2.60	$104.00	$1,664.00
Harmeet Dhaliwal, EIT	PIII		AEA	0	$34.00	2.60	$88.40	$0.00
Angel Guzman	ETIII		AEA	0	$31.50	2.60	$81.90	$0.00
			TASK J. TOTAL HOURS:	**32**			***TASK J. TOTAL COST:***	**$ 4,201.60**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Advantage Engineering Associates

TASK L. Conceptual Design

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Gurvinder Dhami, P.E.	PVII		AEA	16	$85.00	2.60	$221.00	$3,536.00
William Ducsak, P.E.	PVI		AEA	16	$62.00	2.60	$161.20	$2,579.20
Mahesh Patel	PV		AEA	48	$60.00	2.60	$156.00	$7,488.00
Brandon Portelli, P.E.	PIV		AEA	100	$40.00	2.60	$104.00	$10,400.00
Harmeet Dhaliwal, EIT	PIII		AEA	120	$34.00	2.60	$88.40	$10,608.00
Angel Guzman	ETIII		AEA	120	$31.50	2.60	$81.90	$9,828.00
			TASK L. TOTAL HOURS:	**420**			***TASK L. TOTAL COST:***	**$ 44,439.20**

TASK M. Evaluate and Develop Design Options and Alternatives

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Gurvinder Dhami, P.E.	PVII		AEA	4	$85.00	2.60	$221.00	$884.00
William Ducsak, P.E.	PVI		AEA	20	$62.00	2.60	$161.20	$3,224.00
Mahesh Patel	PV		AEA	16	$60.00	2.60	$156.00	$2,496.00
Brandon Portelli, P.E.	PIV		AEA	32	$40.00	2.60	$104.00	$3,328.00
Harmeet Dhaliwal, EIT	PIII		AEA	32	$34.00	2.60	$88.40	$2,828.80
Angel Guzman	ETIII		AEA	0	$31.50	2.60	$81.90	$0.00
			TASK M. TOTAL HOURS:	**104**			***TASK M. TOTAL COST:***	**$ 12,760.80**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Advantage Engineering Associates

TASK Q. Cost Estimating, Schedule, and Constructability

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Gurvinder Dhami, P.E.	PVII		AEA	1	$85.00	2.60	$221.00	$221.00
William Ducsak, P.E.	PVI		AEA	8	$62.00	2.60	$161.20	$1,289.60
Mahesh Patel	PV		AEA	8	$60.00	2.60	$156.00	$1,248.00
Brandon Portelli, P.E.	PIV		AEA	20	$40.00	2.60	$104.00	$2,080.00
Harmeet Dhaliwal, EIT	PIII		AEA	20	$34.00	2.60	$88.40	$1,768.00
Angel Guzman	ETIII		AEA	0	$31.50	2.60	$81.90	$0.00
			TASK Q. TOTAL HOURS:	**57**			***TASK Q. TOTAL COST:***	**$ 6,606.60**

TASK R. Conceptual Design Executive Summary & Report

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Gurvinder Dhami, P.E.	PVII		AEA	4	$85.00	2.60	$221.00	$884.00
William Ducsak, P.E.	PVI		AEA	12	$62.00	2.60	$161.20	$1,934.40
Mahesh Patel	PV		AEA	8	$60.00	2.60	$156.00	$1,248.00
Brandon Portelli, P.E.	PIV		AEA	20	$40.00	2.60	$104.00	$2,080.00
Harmeet Dhaliwal, EIT	PIII		AEA	16	$34.00	2.60	$88.40	$1,414.40
Angel Guzman	ETIII		AEA	0	$31.50	2.60	$81.90	$0.00
			TASK R. TOTAL HOURS:	**60**			***TASK R. TOTAL COST:***	**$ 7,560.80**

TOTAL STAFFING COSTS:	**$ 98,033.00**
TOTAL OUT-OF-POCKET EXPENSES:	**$ 250.00**
TOTAL COSTS:	**$ 98,283.00**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Howard/Stein-Hudson Associates

TASK D. Project Schedule and Monthly Progress Reports

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Bloch	PIX		HSH	0	$85.84	3.13	$268.78	$0.00
M. Fitzpatrick	PVI		HSH	80	$67.49	3.13	$211.31	$16,904.60
V. Bailey	PIV		HSH	0	$34.29	3.13	$107.36	$0.00
M. Pineda	PIII		HSH	0	$32.91	3.13	$103.04	$0.00
R. Walsh	PIV		HSH	0	$37.66	3.13	$117.91	$0.00
M. Miltimore	PII		HSH	0	$27.73	3.13	$86.82	$0.00
C. Molleur	NA		HSH	0	$22.66	3.13	$70.95	$0.00

TASK D. TOTAL HOURS: **80** ***TASK D. TOTAL COST:*** **$16,904.60**

TASK H. NEPA Public Scoping Meetings

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Bloch	PIX		HSH	0	$85.84	3.13	$268.78	$0.00
M. Fitzpatrick	PVI		HSH	70	$67.49	3.13	$211.31	$14,791.53
V. Bailey	PIV		HSH	100	$34.29	3.13	$107.36	$10,736.31
M. Pineda	PIII		HSH	20	$32.91	3.13	$103.04	$2,060.83
R. Walsh	PIV		HSH	0	$37.66	3.13	$117.91	$0.00
M. Miltimore	PII		HSH	20	$27.73	3.13	$86.82	$1,736.39
C. Molleur	NA		HSH	20	$22.66	3.13	$70.95	$1,419.04

TASK H. TOTAL HOURS: **230** ***TASK H. TOTAL COST:*** **$30,744.09**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Howard/Stein-Hudson Associates

TASK I. Public Outreach and Stakeholder Participation

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Bloch	PIX		HSH	0	$85.84	3.13	$268.78	$0.00
M. Fitzpatrick	PVI		HSH	200	$67.49	3.13	$211.31	$42,261.51
V. Bailey	PIV		HSH	300	$34.29	3.13	$107.36	$32,208.92
M. Pineda	PIII		HSH	824	$32.91	3.13	$103.04	$84,906.15
R. Walsh	PIV		HSH	0	$37.66	3.13	$117.91	$0.00
M. Miltimore	PII		HSH	80	$27.73	3.13	$86.82	$6,945.54
C. Molleur	NA		HSH	160	$22.66	3.13	$70.95	$11,352.30

TASK I. TOTAL HOURS: **1564** ***TASK I. TOTAL COST:*** **$177,674.42**

TASK J. Interagency Meetings

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Bloch	PIX		HSH	0	$85.84	3.13	$268.78	$0.00
M. Fitzpatrick	PVI		HSH	80	$67.49	3.13	$211.31	$16,904.60
V. Bailey	PIV		HSH	160	$34.29	3.13	$107.36	$17,178.09
M. Pineda	PIII		HSH	0	$32.91	3.13	$103.04	$0.00
R. Walsh	PIV		HSH	0	$37.66	3.13	$117.91	$0.00
M. Miltimore	PII		HSH	0	$27.73	3.13	$86.82	$0.00
C. Molleur	NA		HSH	20	$22.66	3.13	$70.95	$1,419.04

TASK J. TOTAL HOURS: **260** ***TASK J. TOTAL COST:*** **$35,501.73**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Howard/Stein-Hudson Associates

TASK P. Prepare Environmental Assessment and NEPA Documents

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
A. Bloch	PIX		HSH	0	$85.84	3.13	$268.78	$0.00
M. Fitzpatrick	PVI		HSH	30	$67.49	3.13	$211.31	$6,339.23
V. Bailey	PIV		HSH	40	$34.29	3.13	$107.36	$4,294.52
M. Pineda	PIII		HSH	0	$32.91	3.13	$103.04	$0.00
R. Walsh	PIV		HSH	0	$37.66	3.13	$117.91	$0.00
M. Miltimore	PII		HSH	10	$27.73	3.13	$86.82	$868.19
C. Molleur	NA		HSH	0	$22.66	3.13	$70.95	$0.00

TASK P. TOTAL HOURS: **80** ***TASK P. TOTAL COST:*** **$11,501.94**

TOTAL STAFFING COSTS: **$272,326.78**

TOTAL OUT-OF-POCKET EXPENSES: **$28,000**

TOTAL COSTS: **$ 300,326.78**

Direct Expenses	
Travel - Transit	$500
Travel - Car Rentals, gas, parking,	$1,200
Travel - Mileage to Outreach Cent	$500
Refreshments for meetings	$500
Venues	$2,000
Paid Meeting Advertisements	$8,000
Meeting Stenographers and Videc	$6,000
Website hosting	$300
Display Boards (20)	$2,000
Printing of informational material	$4,000
Shipping and Postage	$3,000
TOTAL	**$28,000**

*Assumes that the Outreach Center activities will be housed and equipped in the GBR NJ Field Office.

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Matrix New World Engineering

TASK L. Conceptual Design

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Clare Sullivan, CHMM, CSP	Senior Supv. Prof.	Env.	Matrix	2	$91.60	2.60	$238.16	$476.32
Russell Baer, CHMM, LSRP	Supv. Prof.	Env.	Matrix	8	$70.84	2.60	$184.18	$1,473.47
Jody Mack	Senior Prof.	Env.	Matrix	24	$42.25	2.60	$109.85	$2,636.40
Erin Terwilliger	Professinal	Env.	Matrix	60	$34.03	2.60	$88.48	$5,308.68
Jody Reynolds	Clerical	Env.	Matrix	2	$27.28	2.60	$70.93	$141.86
			TASK L. TOTAL HOURS:	**96**			***TASK L. TOTAL COST:***	**$ 10,036.73**

TASK N. Existing Conditions/Affected Environment

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Clare Sullivan, CHMM, CSP	Senior Supv. Prof.	Env.	Matrix	2	$91.60	2.60	$238.16	$476.32
Russell Baer, CHMM, LSRP	Supv. Prof.	Env.	Matrix	8	$70.84	2.60	$184.18	$1,473.47
Jody Mack	Senior Prof.	Env.	Matrix	16	$42.25	2.60	$109.85	$1,757.60
Erin Terwilliger	Professinal	Env.	Matrix	32	$34.03	2.60	$88.48	$2,831.30
Jody Reynolds	Clerical	Env.	Matrix	2	$27.28	2.60	$70.93	$141.86
			TASK N. TOTAL HOURS:	**60**			***TASK N. TOTAL COST:***	**$ 6,680.54**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Matrix New World Engineering

TASK O. Environmental Consequences

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Clare Sullivan, CHMM, CSP	Senior Supv. Prof.	Env.	Matrix	2	$91.60	2.60	$238.16	$476.32
Russell Baer, CHMM, LSRP	Supv. Prof.	Env.	Matrix	8	$70.84	2.60	$184.18	$1,473.47
Jody Mack	Senior Prof.	Env.	Matrix	16	$42.25	2.60	$109.85	$1,757.60
Erin Terwilliger	Professinal	Env.	Matrix	32	$34.03	2.60	$88.48	$2,831.30
Jody Reynolds	Clerical	Env.	Matrix	2	$27.28	2.60	$70.93	$141.86
			TASK O. TOTAL HOURS:	**60**			***TASK O. TOTAL COST:***	**$ 6,680.54**

TOTAL STAFFING COSTS:	**$ 23,397.82**
TOTAL OUT-OF-POCKET EXPENSES:	**$ 1,075.00**
TOTAL COSTS:	**$ 24,472.82**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

NAIK CONSULTING GROUP, P.C.

TASK B. Field Services

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Anthony Panzarino	Director of Transportation		NAIK Group	4	$84.13	2.60	$218.74	$874.95
Richard Baron	Project Engineer	Survey/ROW	NAIK Group	68	$51.84	2.60	$134.78	$9,165.31
Dave Aguanno	Engineer III	Survey/ROW	NAIK Group	148	$44.90	2.60	$116.75	$17,278.69
Bela Vyas	Engineer I	Survey/ROW	NAIK Group	126	$33.36	2.60	$86.73	$10,928.28
Paul Titcombe	Eng. Tech III/Party Chief	Survey/ROW	NAIK Group	260	$33.04	2.60	$85.90	$22,334.99
Vince Macuray	Eng. Tech III/Party Chief	Survey/ROW	NAIK Group	246	$32.61	2.60	$84.78	$20,856.18
Rayonmd Swiderski	Eng. Tech III/Party Chief	Survey/ROW	NAIK Group	0	$31.77	2.60	$82.59	$0.00
Charles Juliano	Eng. Tech III/Party Chief	Survey/ROW	NAIK Group	260	$26.73	2.60	$69.49	$18,068.13
			TASK B. TOTAL HOURS:	**1112**			***TASK B. TOTAL COST:***	**$ 99,506.52**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

NAIK CONSULTING GROUP, P.C.

TASK L. Conceptual Design

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Anthony Panzarino	Director of Transportation		NAIK Group	4	$84.13	2.60	$218.74	$874.95
Ronald Rotunno	Project Manager	Utility	NAIK Group	80	$65.00	2.60	$169.00	$13,520.00
John Bizuga	CADD Manager	Utility	NAIK Group	28	$51.50	2.60	$133.90	$3,749.20
Fred Austin	Engineer PII	Utility	NAIK Group	180	$32.38	2.60	$84.19	$15,154.78
Pankil Patel	Engineer PI	Utility	NAIK Group	180	$27.50	2.60	$71.50	$12,869.53
Kristen Bevequa	Eng. Tech I	Utility	NAIK Group	248	$27.19	2.60	$70.70	$17,532.50
			TASK L. TOTAL HOURS:	**720**			***TASK L. TOTAL COST:***	**$ 63,700.96**

TOTAL STAFFING COSTS:	**$ 163,207.48**
TOTAL OUT-OF-POCKET EXPENSES:	**$ 27,500.00**
TOTAL COSTS:	**$ 190,707.48**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Amy S. Greene Environmental Consultants, Inc.

TASK A. Document Review

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PWS	Principal	Environ.	ASGECI	2	$85.00	2.96	$251.60	$503.20
William Romaine, PWS	Project Manager	Environ.	ASGECI		$51.25	2.96	$151.70	$0.00
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI		$38.19	2.96	$113.04	$0.00
John Pabish	GIS Specialist	Environ.	ASGECI		$25.25	2.96	$74.74	$0.00
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	6	$25.25	2.96	$74.74	$448.44
	Clerical	Environ.	ASGECI		$26.15	2.96	$77.40	$0.00
			TASK A. TOTAL HOURS:	**8**			***TASK A. TOTAL COST:***	**$ 951.64**

TASK B. Field Services

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PWS	Principal	Environ.	ASGECI	2	$85.00	2.96	$251.60	$503.20
William Romaine, PWS	Project Manager	Environ.	ASGECI	10	$51.25	2.96	$151.70	$1,517.00
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI	56	$38.19	2.96	$113.04	$6,330.37
John Pabish	GIS Specialist	Environ.	ASGECI	16	$25.25	2.96	$74.74	$1,195.84
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	16	$25.25	2.96	$74.74	$1,195.84
	Clerical	Environ.	ASGECI	8	$26.15	2.96	$77.40	$619.23
			TASK B. TOTAL HOURS:	**108**			***TASK B. TOTAL COST:***	**$ 11,361.49**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Amy S. Greene Environmental Consultants, Inc.

TASK C. Revised Reference Documents

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PWS	Principal	Environ.	ASGECI	2	$85.00	2.96	$251.60	$503.20
William Romaine, PWS	Project Manager	Environ.	ASGECI	2	$51.25	2.96	$151.70	$303.40
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI	8	$38.19	2.96	$113.04	$904.34
John Pabish	GIS Specialist	Environ.	ASGECI	4	$25.25	2.96	$74.74	$298.96
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	4	$25.25	2.96	$74.74	$298.96
	Clerical	Environ.	ASGECI	0	$26.15	2.96	$77.40	$0.00
			TASK C. TOTAL HOURS:	**20**			***TASK C. TOTAL COST:***	**$ 2,308.86**

TASK E. Design Criteria Summary

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PWS	Principal	Environ.	ASGECI	1	$85.00	2.96	$251.60	$251.60
William Romaine, PWS	Project Manager	Environ.	ASGECI	4	$51.25	2.96	$151.70	$606.80
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI	6	$38.19	2.96	$113.04	$678.25
John Pabish	GIS Specialist	Environ.	ASGECI	0	$25.25	2.96	$74.74	$0.00
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	0	$25.25	2.96	$74.74	$0.00
	Clerical	Environ.	ASGECI	1	$26.15	2.96	$77.40	$77.40
			TASK E. TOTAL HOURS:	**12**			***TASK E. TOTAL COST:***	**$ 1,614.06**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Amy S. Greene Environmental Consultants, Inc.

TASK F. Alternative Actions and Screening

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PWS	Principal	Environ.	ASGECI	4	$85.00	2.96	$251.60	$1,006.40
William Romaine, PWS	Project Manager	Environ.	ASGECI	22	$51.25	2.96	$151.70	$3,337.40
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI	22	$38.19	2.96	$113.04	$2,486.93
John Pabish	GIS Specialist	Environ.	ASGECI	6	$25.25	2.96	$74.74	$448.44
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	6	$25.25	2.96	$74.74	$448.44
	Clerical	Environ.	ASGECI	4	$26.15	2.96	$77.40	$309.62
			TASK F. TOTAL HOURS:	**64**			***TASK F. TOTAL COST:***	**$ 8,037.23**

TASK H. NEPA Public Scoping Meetings

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PWS	Principal	Environ.	ASGECI	3	$85.00	2.96	$251.60	$754.80
William Romaine, PWS	Project Manager	Environ.	ASGECI	12	$51.25	2.96	$151.70	$1,820.40
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI	0	$38.19	2.96	$113.04	$0.00
John Pabish	GIS Specialist	Environ.	ASGECI	0	$25.25	2.96	$74.74	$0.00
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	0	$25.25	2.96	$74.74	$0.00
	Clerical	Environ.	ASGECI	2	$26.15	2.96	$77.40	$154.81
			TASK H. TOTAL HOURS:	**17**			***TASK H. TOTAL COST:***	**$ 2,730.01**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Amy S. Greene Environmental Consultants, Inc.

TASK J. Interagency Meetings

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PWS	Principal	Environ.	ASGECI	8	$85.00	2.96	$251.60	$2,012.80
William Romaine, PWS	Project Manager	Environ.	ASGECI	16	$51.25	2.96	$151.70	$2,427.20
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI	6	$38.19	2.96	$113.04	$678.25
John Pabish	GIS Specialist	Environ.	ASGECI	0	$25.25	2.96	$74.74	$0.00
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	0	$25.25	2.96	$74.74	$0.00
	Clerical	Environ.	ASGECI	2	$26.15	2.96	$77.40	$154.81
			TASK J. TOTAL HOURS:	**32**			***TASK J. TOTAL COST:***	**$ 5,273.06**

TASK K. Indentify Environmental Criteria

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PWS	Principal	Environ.	ASGECI	2	$85.00	2.96	$251.60	$503.20
William Romaine, PWS	Project Manager	Environ.	ASGECI	4	$51.25	2.96	$151.70	$606.80
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI	12	$38.19	2.96	$113.04	$1,356.51
John Pabish	GIS Specialist	Environ.	ASGECI	0	$25.25	2.96	$74.74	$0.00
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	0	$25.25	2.96	$74.74	$0.00
	Clerical	Environ.	ASGECI	1	$26.15	2.96	$77.40	$77.40
			TASK K. TOTAL HOURS:	**19**			***TASK K. TOTAL COST:***	**$ 2,543.91**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Amy S. Greene Environmental Consultants, Inc.

TASK M. Evaluate and Develop Design Options and Alternatives

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PW5	Principal	Environ.	ASGECI	2	$85.00	2.96	$251.60	$503.20
William Romaine, PWS	Project Manager	Environ.	ASGECI	2	$51.25	2.96	$151.70	$303.40
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI	4	$38.19	2.96	$113.04	$452.17
John Pabish	GIS Specialist	Environ.	ASGECI		$25.25	2.96	$74.74	$0.00
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	12	$25.25	2.96	$74.74	$896.88
	Clerical	Environ.	ASGECI		$26.15	2.96	$77.40	$0.00
			TASK M. TOTAL HOURS:	**20**			***TASK M. TOTAL COST:***	**$ 2,155.65**

TASK N. Existing Conditions/Affected Environment

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PWS	Principal	Environ.	ASGECI	2	$85.00	2.96	$251.60	$503.20
William Romaine, PWS	Project Manager	Environ.	ASGECI	16	$51.25	2.96	$151.70	$2,427.20
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI	40	$38.19	2.96	$113.04	$4,521.70
John Pabish	GIS Specialist	Environ.	ASGECI	8	$25.25	2.96	$74.74	$597.92
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	6	$25.25	2.96	$74.74	$448.44
	Clerical	Environ.	ASGECI	4	$26.15	2.96	$77.40	$309.62
			TASK N. TOTAL HOURS:	**76**			***TASK N. TOTAL COST:***	**$ 8,808.07**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS ON AN "AS-NEEDED" BASIS (RFP 33799)

Amy S. Greene Environmental Consultants, Inc.

TASK O. Environmental Consequences

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PWS	Principal	Environ.	ASGECI	4	$85.00	2.96	$251.60	$1,006.40
William Romaine, PWS	Project Manager	Environ.	ASGECI	8	$51.25	2.96	$151.70	$1,213.60
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI	32	$38.19	2.96	$113.04	$3,617.36
John Pabish	GIS Specialist	Environ.	ASGECI	8	$25.25	2.96	$74.74	$597.92
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	6	$25.25	2.96	$74.74	$448.44
	Clerical	Environ.	ASGECI	4	$26.15	2.96	$77.40	$309.62
			TASK O. TOTAL HOURS:	62			***TASK O. TOTAL COST:***	$ 7,193.33

TASK P. Prepare Environmental Assessment and NEPA Documents

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Amy Greene, PWS	Principal	Environ.	ASGECI	2	$85.00	2.96	$251.60	$503.20
William Romaine, PWS	Project Manager	Environ.	ASGECI	16	$51.25	2.96	$151.70	$2,427.20
William Macholdt, PWS	Sr. Env. Scientist	Environ.	ASGECI	16	$38.19	2.96	$113.04	$1,808.68
John Pabish	GIS Specialist	Environ.	ASGECI	4	$25.25	2.96	$74.74	$298.96
Kerri Quaglia	Env. Scientist	Environ.	ASGECI	4	$25.25	2.96	$74.74	$298.96
	Clerical	Environ.	ASGECI	4	$26.15	2.96	$77.40	$309.62
			TASK P. TOTAL HOURS:	46			***TASK P. TOTAL COST:***	$ 5,646.61

TOTAL STAFFING COSTS:	$	58,623.92
TOTAL OUT-OF-POCKET EXPENSES:	$	1,028.95
TOTAL COSTS:	$	59,652.87

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS

Richard Grubb Associates

TASK A. Document Review

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Richard Grubb	Director	Cultural Resources	RGA		$60.10	2.75	$165.28	$0.00
Damon Tvaryanas	Principal Senior Historian	Cultural Resources	RGA		$39.55	2.75	$108.76	$0.00
Paul McEachen	Principal Senior Archaeologist	Cultural Resources	RGA	2	$39.55	2.75	$108.76	$217.53
Glenn Modica	Principal Senior Historian	Cultural Resources	RGA	6	$39.55	2.75	$108.76	$652.58
Ilene Grossman-Bailey	Senior Archaeologist	Cultural Resources	RGA		$30.07	2.75	$82.69	$0.00
Allison Gall	Archaeologist	Cultural Resources	RGA		$19.80	2.75	$54.45	$0.00
Cathy Reagan	Editor	Cultural Resources	RGA		$22.71	2.75	$62.45	$0.00
Tabitha Hilliard	Research Assistant	Cultural Resources	RGA		$14.50	2.75	$39.88	$0.00
Sean McHugh	Draftsman	Cultural Resources	RGA		$23.04	2.75	$63.36	$0.00
			TASK A. TOTAL HOURS:	**8**			***TASK A. TOTAL COST:***	**$ 870.10**

TASK C. Revised Reference Documents

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Richard Grubb	Director	Cultural Resources	RGA		$60.10	2.75	$165.28	$0.00
Damon Tvaryanas	Principal Senior Historian	Cultural Resources	RGA	2	$39.55	2.75	$108.76	$217.53
Paul McEachen	Principal Senior Archaeologist	Cultural Resources	RGA		$39.55	2.75	$108.76	$0.00
Glenn Modica	Principal Senior Historian	Cultural Resources	RGA	6	$39.55	2.75	$108.76	$652.58
Ilene Grossman-Bailey	Senior Archaeologist	Cultural Resources	RGA		$30.07	2.75	$82.69	$0.00
Allison Gall	Archaeologist	Cultural Resources	RGA		$19.80	2.75	$54.45	$0.00
Cathy Reagan	Editor	Cultural Resources	RGA		$22.71	2.75	$62.45	$0.00
Tabitha Hilliard	Research Assistant	Cultural Resources	RGA		$14.50	2.75	$39.88	$0.00
Sean McHugh	Draftsman	Cultural Resources	RGA		$23.04	2.75	$63.36	$0.00
			TASK C. TOTAL HOURS:	**8**			***TASK C. TOTAL COST:***	**$ 870.10**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS

Richard Grubb Associates

TASK F. Alternative Actions and Screening

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Richard Grubb	Director	Cultural Resources	RGA		$60.10	2.75	$165.28	$0.00
Damon Tvaryanas	Principal Senior Historian	Cultural Resources	RGA	4	$39.55	2.75	$108.76	$435.05
Paul McEachen	Principal Senior Archaeologist	Cultural Resources	RGA		$39.55	2.75	$108.76	$0.00
Glenn Modica	Principal Senior Historian	Cultural Resources	RGA	16	$39.55	2.75	$108.76	$1,740.20
Ilene Grossman-Bailey	Senior Archaeologist	Cultural Resources	RGA	8	$30.07	2.75	$82.69	$661.54
Allison Gall	Archaeologist	Cultural Resources	RGA		$19.80	2.75	$54.45	$0.00
Cathy Reagan	Editor	Cultural Resources	RGA		$22.71	2.75	$62.45	$0.00
Tabitha Hilliard	Research Assistant	Cultural Resources	RGA		$14.50	2.75	$39.88	$0.00
Sean McHugh	Draftsman	Cultural Resources	RGA		$23.04	2.75	$63.36	$0.00
			TASK F. TOTAL HOURS:	**28**			***TASK F. TOTAL COST:***	**$ 2,836.79**

TASK K. Indentify Environmental Criteria

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Richard Grubb	Director	Cultural Resources	RGA		$60.10	2.75	$165.28	$0.00
Damon Tvaryanas	Principal Senior Historian	Cultural Resources	RGA	2	$39.55	2.75	$108.76	$217.53
Paul McEachen	Principal Senior Archaeologist	Cultural Resources	RGA		$39.55	2.75	$108.76	$0.00
Glenn Modica	Principal Senior Historian	Cultural Resources	RGA	4	$39.55	2.75	$108.76	$435.05
Ilene Grossman-Bailey	Senior Archaeologist	Cultural Resources	RGA	4	$30.07	2.75	$82.69	$330.77
Allison Gall	Archaeologist	Cultural Resources	RGA	2	$19.80	2.75	$54.45	$108.90
Cathy Reagan	Editor	Cultural Resources	RGA		$22.71	2.75	$62.45	$0.00
Tabitha Hilliard	Research Assistant	Cultural Resources	RGA		$14.50	2.75	$39.88	$0.00
Sean McHugh	Draftsman	Cultural Resources	RGA		$23.04	2.75	$63.36	$0.00
			TASK K. TOTAL HOURS:	**12**			***TASK K. TOTAL COST:***	**$ 1,092.25**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS

Richard Grubb Associates

TASK M. Evaluate and Develop Design Options and Alternatives

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Richard Grubb	Director	Cultural Resources	RGA	2	$60.10	2.75	$165.28	$330.55
Damon Tvaryanas	Principal Senior Historian	Cultural Resources	RGA	2	$39.55	2.75	$108.76	$217.53
Paul McEachen	Principal Senior Archaeologist	Cultural Resources	RGA		$39.55	2.75	$108.76	$0.00
Glenn Modica	Principal Senior Historian	Cultural Resources	RGA	160	$39.55	2.75	$108.76	$17,402.00
Ilene Grossman-Bailey	Senior Archaeologist	Cultural Resources	RGA	40	$30.07	2.75	$82.69	$3,307.70
Allison Gall	Archaeologist	Cultural Resources	RGA	10	$19.80	2.75	$54.45	$544.50
Cathy Reagan	Editor	Cultural Resources	RGA		$22.71	2.75	$62.45	$0.00
Tabitha Hilliard	Research Assistant	Cultural Resources	RGA	8	$14.50	2.75	$39.88	$319.00
Sean McHugh	Draftsman	Cultural Resources	RGA		$23.04	2.75	$63.36	$0.00
			TASK M. TOTAL HOURS:	**222**			***TASK M. TOTAL COST:***	**$ 22,121.28**

TASK N. Existing Conditions/Affected Environment

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Richard Grubb	Director	Cultural Resources	RGA		$60.10	2.75	$165.28	$0.00
Damon Tvaryanas	Principal Senior Historian	Cultural Resources	RGA	10	$39.55	2.75	$108.76	$1,087.63
Paul McEachen	Principal Senior Archaeologist	Cultural Resources	RGA	6	$39.55	2.75	$108.76	$652.58
Glenn Modica	Principal Senior Historian	Cultural Resources	RGA	120	$39.55	2.75	$108.76	$13,051.50
Ilene Grossman-Bailey	Senior Archaeologist	Cultural Resources	RGA	12	$30.07	2.75	$82.69	$992.31
Allison Gall	Archaeologist	Cultural Resources	RGA		$19.80	2.75	$54.45	$0.00
Cathy Reagan	Editor	Cultural Resources	RGA	4	$22.71	2.75	$62.45	$249.81
Tabitha Hilliard	Research Assistant	Cultural Resources	RGA		$14.50	2.75	$39.88	$0.00
Sean McHugh	Draftsman	Cultural Resources	RGA	10	$23.04	2.75	$63.36	$633.60
			TASK N. TOTAL HOURS:	**162**			***TASK N. TOTAL COST:***	**$ 16,667.42**

ATTACHMENT D

REQUEST FOR PROPOSALS FOR PERFORMANCE OF EXPERT PROFESSIONAL CONCEPTUAL DESIGN AND RELATED ENVIRONMENTAL SERVICES FOR U.S. ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS

Richard Grubb Associates

TASK O. Environmental Consequences

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Richard Grubb	Director	Cultural Resources	RGA		$60.10	2.75	$165.28	$0.00
Damon Tvaryanas	Principal Senior Historian	Cultural Resources	RGA	8	$39.55	2.75	$108.76	$870.10
Paul McEachen	Principal Senior Archaeologist	Cultural Resources	RGA		$39.55	2.75	$108.76	$0.00
Glenn Modica	Principal Senior Historian	Cultural Resources	RGA	108	$39.55	2.75	$108.76	$11,746.35
Ilene Grossman-Bailey	Senior Archaeologist	Cultural Resources	RGA	16	$30.07	2.75	$82.69	$1,323.08
Allison Gall	Archaeologist	Cultural Resources	RGA		$19.80	2.75	$54.45	$0.00
Cathy Reagan	Editor	Cultural Resources	RGA	4	$22.71	2.75	$62.45	$249.81
Tabitha Hilliard	Research Assistant	Cultural Resources	RGA		$14.50	2.75	$39.88	$0.00
Sean McHugh	Draftsman	Cultural Resources	RGA		$23.04	2.75	$63.36	$0.00
			TASK O. TOTAL HOURS:	**136**			***TASK O. TOTAL COST:***	**$ 14,189.34**

TASK P. Prepare Environmental Assessment and NEPA Documents

Name	Title	Service Type	Firm	Hours	Hourly Pay Rate	Multiplier (if applicable)	Hourly Bill Rate	Cost
Richard Grubb	Director	Cultural Resources	RGA		$60.10	2.75	$165.28	$0.00
Damon Tvaryanas	Principal Senior Historian	Cultural Resources	RGA		$39.55	2.75	$108.76	$0.00
Paul McEachen	Principal Senior Archaeologist	Cultural Resources	RGA		$39.55	2.75	$108.76	$0.00
Glenn Modica	Principal Senior Historian	Cultural Resources	RGA		$39.55	2.75	$108.76	$0.00
Ilene Grossman-Bailey	Senior Archaeologist	Cultural Resources	RGA		$30.07	2.75	$82.69	$0.00
Allison Gall	Archaeologist	Cultural Resources	RGA		$19.80	2.75	$54.45	$0.00
Cathy Reagan	Editor	Cultural Resources	RGA	4	$22.71	2.75	$62.45	$249.81
Tabitha Hilliard	Research Assistant	Cultural Resources	RGA		$14.50	2.75	$39.88	$0.00
Sean McHugh	Draftsman	Cultural Resources	RGA	12	$23.04	2.75	$63.36	$760.32
			TASK P. TOTAL HOURS:	**16**			***TASK P. TOTAL COST:***	**$ 1,010.13**

TOTAL STAFFING COSTS:	**$ 59,657.40**
TOTAL OUT-OF-POCKET EXPENSES:	**$280.50**
TOTAL COSTS:	**$ 59,937.90**

Parsons Brinckerhoff Cost Multiplier

Multiplier is	**2.79**
Overhead is made up of %	
Payroll Taxes	8.4%
Group Insurance and Workers' Compensation	9.4%
Fringe Salaries	12.2%
Other Employee Benefits	4.4%
Office Rent	18.0%
Depreciation	2.3%
Amortization	1.7%
Repairs and Maintenance	3.8%
Indirect Salaries	43.9%
Fringe Benefits (Administrative)	15.2%
Computer, Supplies, Reproduction	8.0%
Travel and Related Expenses	2.4%
Office Relocation and Moving	0.3%
Communications	2.6%
Subscriptions, Books, Publications	0.3%
Consultant Fees	1.6%
Additional Compensation	4.9%
Miscellaneous Expenses	2.2%
General Insurance Others	1.1%
E & O Insurance	3.8%
Other Taxes	1.0%
State & Local Income Taxes	0.9%
Audit and Legal	1.3%
Bids and Proposals/Research and Development	9.0%
Total Overhead	**158.6%**
Profit	**8%**

G. Technical Approach

Project Understanding

Traffic destined for the Goethals Bridge and the New Jersey Turnpike from Elizabeth and points west and traffic traveling from the north along US Route 1&9 generally travel through Elizabeth along County and local streets. There are currently no state routes that directly provide access to these two major transportation facilities. Most streets, including South Broad Street and Bayway Brunswick and Park Avenues serve local residential and commercial properties. These streets are generally one lane in each direction with parking, except for a short stretch of Bayway Avenue east of South Broad Street where parking is prohibited to allow for additional capacity.

Traffic from US Route 1&9 to Bayway Avenue must travel through the Bayway Circle, a modified rotary with a series of short roadway connections and multiple signals directing traffic between the two streets. More than 10,000 vehicles (14 percent of which are trucks) travel daily along Bayway Avenue to Brunswick Avenue, the primary route to the Turnpike and Goethals Bridge. In peak AM and PM travel periods, more than 150 trucks per hour use this critical link for access through the community. Travel speeds generally average less than 25 miles per hour, and significant congestion occurs at several local intersections at Bayway Circle and along Bayway Avenue, including at South Broad Street and Grier and Brunswick Avenues. Existing ramp connections from the Goethals Bridge and Turnpike that connect to Elizabeth's local street network also have poor service levels at the ramps' signalized termini. With the Goethals Bridge Replacement (GBR) project, traffic (especially truck traffic) is expected to increase in this area.

The Interchange Ramp project has been proposed as a solution to remove traffic, particularly truck traffic, from local Elizabeth streets to improve traffic conditions and enhance the neighborhoods' quality of life. The new ramps would complete the partial US Route 1&9/I-278 interchange by providing the missing connections, as well as improve access to neighborhoods in Elizabeth west of US Route 1&9, including the Elizabeth Central Business District. Conceptual design of interchange ramp configurations previously prepared by and for the Authority serve as the foundation for conceptual design and evaluation of alternatives in the Environmental Assessment (EA). The focus will be to identify useful variations of those configurations, as well as any additional viable schemes, within the context of identified environmental constraints, traffic performance requirements, and NJDOT design parameters. As the study progresses, the feedback loop among tasks and within the project team will serve to further refine alternatives, in part through incorporation of features to mitigate potential project impacts.

While the new ramps would divert traffic from local streets to US Route 1&9, the additional traffic would exacerbate traffic congestion along US Route 1&9 and potentially impact several intersections between I-278 and the Bayway Circle, including intersections with the Circle, Park and Bachellar Avenues and Edgar Road. Short sections of the US Route 1&9 mainline between the new interchange ramps and Park Avenue may also experience deteriorated levels of service. It is critically important that future roadway network changes resulting with the GBR and NJ Turnpike Interchange 13 reconstruction projects be integrated in the Interchange Ramps solution. Therefore, conceptual design of the new ramps must proceed with close coordination among the Authority, NJDOT and the New Jersey Turnpike Authority (NJTA).

As project-related traffic impacts are likely, mitigation measures to avoid or minimize Traffic deterioration on US Route 1&9 will need to be carefully examined. During mitigation development, it would be prudent to expand coordination/consultation to include Union County and City of Elizabeth representatives to devise mechanisms for prohibiting trucks from using Bayway Avenue to access the Turnpike and the Goethals Bridge. Simple signing along I-278 and US Route 1&9 may be insufficient to deter trucks from the corridor; truck bans, road diets, or even modification or closing of ramp connections from Brunswick Avenue to/from the Turnpike or the Goethals Bridge may be needed.

With traffic the overriding issue for the proposed project, *the Goethals Transportation Model (GTM), developed and applied by Parsons Brinckerhoff for the GBR EIS, is the single-most useful tool for determining future traffic impacts and mitigation effectiveness.* Modest refinement of the GTM will entail updating of the local road network to reflect future street plans, proposed Interchange 13 modifications, and anticipated revisions proposed in the GBR scheme by the Authority's Design/Build Team. Using the GTM, forecasts for two interchange options – a grade-separated scheme and an at-grade scheme – will be produced. Geometric variations of these two primary options will be examined using other tools, such as a traffic simulation model (e.g., VISSIM) or standard traffic evaluation procedures using the Highway Capacity Manual.

While fundamentally important to conceptual design and traffic analysis of the proposed project, traffic will be analyzed and documented within the broader scope of the alternatives analysis and the EA. In addition to traffic and related air quality and noise impact considerations, the EA analyses will be targeted to the resource categories for which the project poses potential adverse impacts: property acquisition/displocement; regional economic effects; historic resources and parkland (Louis Avenue Park), either of which could trigger Section 4(f) evaluation; wetlands and floodplains; hazardous materials/contamination; utilities; and environmental justice. Mitigation of any significant adverse impacts will be investigated to identify reasonable and feasible measures to minimize, eliminate or compensate for such impacts within the framework of the EA.

From scoping to the final EA, all aspects of the environmental review process and documentation will comply fully with NEPA, other federal (e.g., Section 106, Executive Order [EO] 12898, EO 11990) and New Jersey EO 215 regulatory requirements and guidance. The end game – achieved through the Parsons Brinckerhoff Team's decades of NEPA experience, coupled with FHWA lead-federal agency guidance and Authority direction – is issuance of a Finding of No Significant Impact (FONSI). Given the likelihood of project-related traffic impacts, at minimum, it is anticipated that a Mitigated FONSI (76 CFR 3843; 40 CFR 1508.20) may be the appropriate decision document to conclude the NEPA process and advance the Interchange Ramps Project further into design and construction.

Scope of Work

The following sequence of tasks mirrors the Request for Proposals (RFP). Our scope highlights key issues in each task and our proposed approach to address them. Examples of where we have successfully implemented the same or similar approaches are identified, as appropriate.

A. Document Review

Studies completed as part of the GBR EIS and other studies conducted for the proposed Interchange Ramps project will be reviewed at project kick-off to quickly compile past data and information that are pertinent for developing the Interchange Ramp project's study information.

Parsons Brinckerhoff has a unique advantage, given our role in completing Interchange Ramps studies within the GBR EIS contract, as well as other documents listed in the RFP. We will review all pertinent, available documents and prepare a summary report for use in ensuing tasks. Key documents include the *Environmental Constraints Analysis (ECA), Problem Statement and Justification of Project Need (PSPN), Interchange Modification Report (IMR); US Rte 1&9/I-278 Interchange Ramps Concept Alternatives; and Union County Route 1&9 Corridor Planning Study*, each of which Parsons Brinckerhoff was involved in preparing. We will also review local master plans, historical data, NJDOT plans including for reconstruction of Interchange 13, and other pertinent information.

B. Field Services

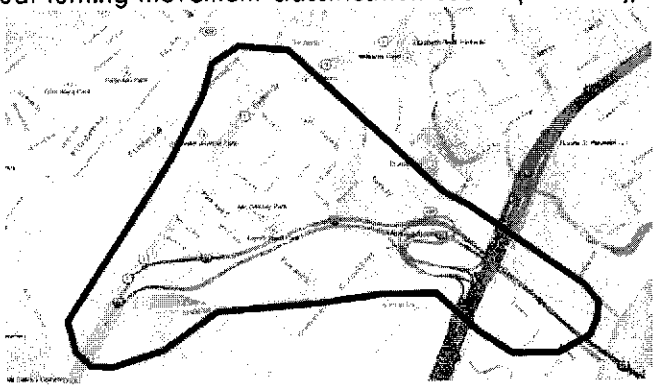
Field Verification and Inspection

Upon Notice to Proceed, Parsons Brinckerhoff will conduct field visits to evaluate existing conditions and verify measurements obtained from past plans and reports. Roadway features to be inventoried include utilities, drainage, environmental, Intelligent Transportation Systems (ITS), and safety features. Prior to structural inspection, we will review the latest inspection reports and Structure Inventory and Appraisal to identify known problem areas. Our inspection will include the deck slab from above and below, deck joints, parapets/sidewalks, safety features (guide rail requirements per current NJDOT Roadway Design Manual), drainage, and accessible superstructure and substructure components. Proper safety procedures will be strictly followed. Dates for inspection of the I-278 westbound (WB) bridge over US Route 1&9 northbound (NB), will be coordinated with NJDOT. Staff will include NJDOT-approved bridge inspection staff. The NJDOT Structural Evaluation Work Zone Set-Up Guide will be followed for lane closures on state and interstate roadways. We will obtain highway occupancy permits and transmit Traffic Interference Reports to the Bureau of Traffic Operations North. Any lane closures will be scheduled at least 72 hours in advance of field activities.

Traffic Analysis Update

As part of the traffic analysis update, Parsons Brinckerhoff will develop a comprehensive traffic count program, conduct a field inventory and survey, prepare the 2040 travel demand model run using the GTM, develop a Synchro network, and prepare a report summarizing results.

Traffic Count Program & Field Inventory - The traffic count program will encompass the key intersections and corridors within the study area, and will be used to update previous traffic volume data from the 2009 IMR and fill in any gaps for analysis of existing and future traffic conditions. The traffic count program will identify locations to be counted; available, previous traffic volume data; type of counts, e.g., manual turning movement classification counts (MTMCC), Automatic Traffic Recorder (ATR) counts; time and day of counts, etc. The count program will be submitted to the Authority for review, then finalized and implemented.



Interchange Ramps Project Study Area

Origin-Destination (O&D) Survey - As determination of vehicle movements and travel patterns is critical, we propose to use SKYCOMP to collect traffic data, including a total of 4 hours of survey coverage during the AM and PM peak periods. Aerial flights will be scheduled during mid-week periods to avoid weekend-related

traffic-flow variations. One helicopter will be deployed to record highway traffic flow in the study area. Using Wide-Area Video (WAV) digital imaging system in a multi-camera configuration, the survey will acquire image archives suitable for collection of O&D and flow-rate data. One morning and one afternoon flight will be processed; associated imagery will be tightly aligned to create a permanent "video" record of conditions. This archive will be used to extract O&D data and flow-rate counts. Data to be collected include:

- *O&D Data* - For determination of O&D patterns, proprietary software will be used to perform computer-assisted manual tracing from aligned imagery. For each designated origin during each analyzed survey period, the specified number of vehicles will be "forward-traced" to the specified destination choices.
- *Volume assignments* – Volumes will be acquired for each of the assigned ramp/mainline locations; a 100 percent count of each survey period will be made (grouped by 15-minute periods). Vehicles will be classified as 2-unit trucks (tractor-trailers), single-unit trucks, buses, and autos (including vans, small service trucks, etc.). Turning movement counts at critical intersections will also be produced.
- *Queue-length determination* – At points with significant queues along Bayway Avenue and on entrance/exit ramps, approximate queue lengths will be measured every 15 minutes throughout the survey period.
- *Average vehicle speeds* – For each of the segments for each 15-minute period, up to 10 matching speed samples will be produced. Each sampled vehicle's speed will be calculated from the length of the segment and the associated travel time.

This integrated approach to collecting traffic data will permit the Parsons Brinckerhoff Team to clearly depict existing conditions and to more reliably forecast future conditions.

Goethals Transportation Model (GTM) - Parsons Brinckerhoff developed and applied the GTM for the *GBR EIS, PSPN* and *IMR,* and will use the previously enhanced and updated GTM to develop the future-year (2040) model. The update will use 2040 socio-economic data (SED) from the Authority's Trans Hudson Travel Demand Forecast Model (TH-TDFM) to reflect growth, while retaining county-to-county adjustment factors to represent calibrated peaking characteristics.

The GTM significantly expanded and enhanced the New York Best Practice Model (BPM) to better detail trip characteristics across the Hudson River crossings. These model enhancements included smaller, disaggregated traffic analysis zones (TAZ) for finer geographical resolution of Union, Hudson and Essex Counties; adoption of North Jersey Transportation Planning Authority's (NJTPA) zonal SED forecasts developed for the New Jersey TAZs; detailed uni-directional representation of the Goethals Bridge and Outerbridge Crossing corridors; incorporation of port activity using the Authority's Comprehensive Port Improvement Plan forecasts of truck volumes and distributions; and incorporation of Newark Liberty International Airport demand estimates, forecasts and passenger distributions from the Air Passenger Survey.

Given the proposed improvements at the Goethals Bridge and NJ Turnpike Interchange 13, the proposed new interchange ramps would exacerbate strain on the existing roadway network; therefore, Parsons Brinckerhoff proposes to *further refine the GTM network for the Interchange Ramps study area.* This will allow the GTM to maximize replication of existing travel conditions and set a solid base for analysis of future conditions to develop a practical and cost-effective transportation solution while maintaining a balance between land use and transportation demand.

The previous calibrated GTM will be updated to reflect 2013 conditions. The GTM's future scenario was developed based on 2030 SED forecast; the GTM will need to be updated with the latest 2040 forecasts prepared by NYMTC and NJTPA. Following network enhancement and SED update, Parsons Brinkerhoff will conduct demand forecast assignments for 2040 No-Build and Build conditions, i.e., the latter with the new interchange ramp connections. The No-Build condition will include programmed and committed highway improvement projects. The Build condition will use the results of alternatives development in Tasks F (screening-level) and L (detailed concepts).

We will conduct select-link analyses for existing conditions and for the No-Build and Build alternatives. The select-link analyses will help define vehicle trip distribution characteristics and trip length, which will be used in developing a design solution. There are several key corridors in the study area vicinity, generally bounded by US Route 1&9 to the west, the Turnpike to the east, Bayway Avenue to the north and the Staten Island Railroad to the south. The select-link analyses will include the I-278, US Route 1&9, Bayway, Brunswick and Park Avenue and Broad Street corridors, and the proposed interchange ramps connecting US Route 1&9 and I-278.

Synchro Network & Level of Service (LOS) Analysis - A LOS analysis will be conducted for each study location for the 2040 AM and PM periods. Synchro will be used to develop the traffic network using GTM volume data, traffic counts, field inventory data, and previous studies. The Synchro network will be developed for three scenarios: Existing Conditions; 2040 No-Build with GBR; and 2040 Build with GBR. We propose using the VISSIM micro-simulation model to analyze and develop animations of the study area and evaluate geometric options for alternative ramp connections, which Parsons Brinckerhoff will produce if so directed by the Authority.

Perform Topographical Survey

We will obtain an aerial survey with 100-foot-scale mapping to supplement available study area mapping. We will perform a field edit to clarify obscured areas and produce existing conditions base mapping. *This is a cost-effective alternative to the conventional survey approach, as we will use record information on areas that have already been mapped to achieve a cost saving.* We recommend performing the aerial survey during late fall to ensure there are no leaves are on the trees. In areas that remain obscured, pertinent information will be obtained by conventional survey methods and incorporated into the base-mapping and surface file. We are equipped with the latest technology, such as *Reflectorless Total Station and 3D Laser Scanning technology*, to gather information in areas that are difficult to otherwise access while reducing the need for maintenance and protection of traffic, thus creating a safer work environment and reducing costs.

In addition to the field services cited in the RFP, we propose to survey jurisdictional wetlands and associated wetland transition areas in the study area, which are regulated under the Freshwater Wetlands Protection Act Rules (NJAC 7:7A). While certain wetland features in the I-278 median in the eastern portion of the study area were previously delineated (and addressed in a permit application for the GBR project), we propose to field-delineate, survey and map the balance of on-site wetlands and submit an application for a Letter of Interpretation (LOI) to the New Jersey Department of Environmental Protection (NJDEP). Such early NJDEP review and approval will benefit the alternatives screening (Task F) and existing conditions (Task N) tasks, and result in a concept design that minimizes or avoids wetland impacts to the greatest extent possible, and complies with EO 11990 and with NJDEP Freshwater Wetland Protection Act permit requirements.

C. Revise Referenced Documents

Parsons Brinckerhoff was involved in preparation of a number of documents cited in the RFP, including the PSPN, ECA and IMR. Upon completion of Task B; we will revise these and submit

them for Authority review and approval. While the original IMR did not include a crash analysis, we performed a Safety Impact Team Review of the US Route 1&9 corridor, including this interchange, in 2006, during which local police identified the segment of Route 1&9 between Woodlawn and Park Avenues as a problem area due to high speeds. The interchange area is an expressway section with shoulders on US Route 1&9, conducive to expressway speeds, bounded on either side by a signalized arterial with no shoulders, on which lower speeds are more appropriate. This crash history can be incorporated in the revised IMR, with Authority approval.

D. Project Schedule and Monthly Progress Reports

Project Management is critical to project success. Maintaining progress at the task level, anticipating issues, developing solutions, and ongoing communication with the Authority and within the project team are key aspects of our approach. As shown in the enclosed summary schedule (Primavera-based Critical Path Method [CPM] schedule to be developed in Task D), we propose a 22-month timeframe for project completion. The CPM schedule will detail task and subtask relationships, durations, start and finish dates, review periods and milestones.

Monthly invoices and progress reports will be submitted to the Authority no later than the 15th of each month. Progress reports will summarize activities completed during the month, activities planned for the next month, status of each task/subtask, milestones accomplished, potential issues and areas of concern, and a breakdown of the task-level budget. A present-worth analysis will be conducted by task/subtask and updated monthly. If the Authority's Project Manager prefers a different approach, we will adjust our Project Management Plan to address Authority needs.

Our Project Manager will hold bi-weekly meetings with his Task Leaders to coordinate project progress and address and resolve any issues. Our Project Manager, Task Leaders and appropriate technical staff will participate in two meetings per month with the Authority. Task deliverables will include schedule updates, monthly invoices and progress reports, present-worth analyses, and agendas and minutes of biweekly meetings with the Authority.

Parsons Brinckerhoff will develop and maintain a secure, password-protected website with interfaces on the Authority and NJDOT websites. This will be used for real-time transmittal as well as archiving of deliverables and other project materials, and for ongoing project team coordination and collaboration. We have successfully used our proprietary ProjectSolve website tool on many of our projects. This website has the ability to provide various security levels to allow reading, writing and saving rights for designated parties.

E. Design Criteria Summary

Establishing design criteria is an essential starting point to guide development of conceptual schemes that will meet minimum design standards, guidelines, codes and assumptions. Gaining concurrence on design criteria, such as design speed, is critical to geometric design and extent of impact. Criteria will be established early in the concept development process and will be developed to directly address the PSPN. We will coordinate with the Authority and NJDOT to establish design standards and guidelines, including:

- NJDOT Design Manual, Standard Roadway Construction Details
- AASHTO's A Policy on Geometric Design of Highways and Streets
- AASHTO Roadside Design Guide
- NJ Stormwater Management Rules (N.J.A.C. 7:8)
- NJ Stormwater Best Management Practices Manual

- NJDOT Soil Erosion and Sediment Control Manual
- Highway Capacity Manual (HCM), 2010;
- Manual of Uniform Traffic Control Devices for Street and Highways (MUTCD), 2009;
- LRFD Bridge Design Specifications
- AASHTO Guide for Design of Pavement Structures

The Design Criteria Summary will address key design aspects, including:

- Roadway classification
- Design and posted speed
- Design vehicle
- Lane width
- Shoulder width
- Profile min & max grade
- Horizontal curvature
- Travel lane cross slope
- Shoulder cross slope
- Superelevation rate (max)
- Stopping sight distance
- K for crest vertical curve
- K for sag vertical curve
- Vertical clearance (min)
- Clear zone width
- Control of access
- Minimum structural depth
- Design loads

The Design Criteria Summary will also identify applicable federal, state, regional and local government programs, plans, policies, initiatives, laws, and regulations pertinent to NEPA review of the proposed project and federal, state and local permits and approvals that will need to be obtained for implementation. While this scope of work does not include preparation of permits, data collection and analysis for the EA will serve as valuable input to permit preparation.

Through our experience on the Authority's Lincoln Tunnel Helix Replacement Project and the GBR Project Design/Build Pursuit, we understand the need for a thorough Design Criteria Summary. Draft and final Design Criteria Summary Reports will comprise the task deliverables. While our experience is that NJDOT and FHWA require a Design Exceptions Report before EA approval, the need for or number of design exceptions that may be required is not known at this time. Therefore, our current scope and fee do not include efforts related to design exceptions and associated reporting.

F. Alternative Actions and Screening

The heart of the environmental review process is definition and evaluation of alternatives with potential to fulfill the PSPN, leading to selection of a preferred alternative. Given that, identifying and screening reasonable and feasible alternatives is a critical early activity to define a short list of alternatives for conceptual design (Tasks L and M) and environmental assessment (Tasks O and P). The screening methodology must be objective, defensible, transparent and replicable, so that its findings and recommendation withstand scrutiny and potential challenge.

We will define the screening methodology for review by the Authority based on: review of previous studies (Task A); assembly and analysis of existing conditions data (Task B); updating of the PSPN, ECA and IMR (Task C); and our detailed knowledge of the interchange, traffic operations and environmental constraints within which the project must be designed and constructed. The alternatives will comprise previously identified ramp concepts and additional configurations sufficiently different from the existing concepts to warrant consideration. The screening will also include the No-Action alternative, representing future conditions absent project implementation, traffic system management (TSM) and/or travel demand management (TDM) options that address the PSPN. This scope of work assumes that *up to ten interchange ramp, TSM and TDM alternatives may be defined for screening* and that *two project alternatives will be selected via the screening process for development and analysis* in subsequent tasks.

The screening methodology will quickly eliminate any alternative that may be fatally flawed and then comparatively assess the remaining alternatives against a broader set of criteria (traffic congestion and operations; environmental impacts, including wetlands; historic resources; property acquisition; known contaminated sites; mitigation potential; design and constructability factors; and cost, among others). Based on decades of experience conducting alternatives analyses, Parsons Brinckerhoff will devise and apply a screening methodology that: (1) efficiently and defensibly identifies the alternatives that would best address the PSPN, and (2) brings clear focus to project aspects for which design solutions or mitigation should be investigated and the environmental issues to be explored in greater detail in the EA.

We will use the GTM to forecast traffic performance of grade-separated versus at-grade Interchange Ramp configurations. Based on GTM output, further differentiation among alternatives will address potential traffic impacts in terms of specific measures of effectiveness (e.g., volumes, vehicle miles of travel (VMT), vehicle hours of travel (VHT), LOS, speed by roadway type within the study area's network and effects on US Route 1&9 traffic operations).

Having worked with NJDOT Subject Matter Experts (SME) on concept design and environmental studies, we are fully cognizant of the need to develop smart solutions by conducting a thorough Value Engineering evaluation. As the project's construction cost is anticipated to be more than $20M, this project will require an NJDOT Value Engineering review (Task G). Our Project Manager and key staff are trained and certified in NJDOT Context-Sensitive Designs and Smart Solutions. We are well-versed with "right sizing" a project to meet the purpose and need within available funding; have successfully accomplished this on the Authority's Bayonne Bridge Raising and NJDOT's Pulaski Skyway Reconstruction Projects; and coordinated designs with NJDOT's Value Engineering/Smart Solutions Team on US Route 1&9T St. Pauls Viaduct Replacement and Routes 4 & 17 Interchange Improvement projects.

Task deliverables will include:

- List of initial alternatives, including concept-level definition of project elements and mapping sufficient for screening purposes, for early Authority review
- Draft and final Screening Methodology Technical Memoranda for early Authority review
- Draft and final Alternatives Action and Screening Reports (inclusive of elements cited in subtask F.4)
- Draft and final Concept Development Reports
- Draft and final meeting agendas, presentation and other materials, and minutes for four meetings with the Authority and others
- GIS database
- Coordination with the Authority and NJDOT SMEs; NJDOT VE review

G. Presentations and Agreement

Achieving Authority, FHWA, NJDOT and local municipal consensus on the alternatives to be considered in the EA requires preparation of materials that very clearly present the study's substantive analyses and findings, while recognizing that each of the agencies and municipalities has a different role in and different perspectives on the proposed project. Documentation must be factual and focused but sufficiently detailed to cover all bases and aspects pertinent to selection among alternatives. Also, as different presentation formats facilitate reviews by different parties within each of the agencies and municipalities, we propose a set of complementary deliverables: draft PSPN, Alternative Actions & Screening, Interchange Modification Reports, coupled with a PowerPoint presentation, traffic operations simulation, and

animation to clearly communicate the analyses and findings to the various audiences. All materials will be submitted to the Authority for review and, following revisions, will be provided to the others upon Authority approval.

Our schedule will include 30 days for NJDOT's VE/Smart Solutions team review. Their comments – along with revisions made per FHWA and Linden, Elizabeth and Union County comments – will be incorporated in the final documentation for submittal to the Authority.

Task deliverables comprise draft and final PSPN, Alternative Actions & Screening and IMR; PowerPoint and other visual presentations of analyses and findings.

H. NEPA Public Scoping Meetings

The NEPA scoping process for an EA serves to engage the public and agencies in helping to focus on potential environmental impacts warranting detailed assessment; identify alternatives and measures, including design features that may mitigate adverse impacts; and identify other review and/or consultation processes (e.g., Section 106 consultation) that should occur concurrently with the EA. The framework of project alternatives and environmental constraints will have been produced in the previous tasks; the scoping process will enable any new public concerns to emerge and input to be voiced for consideration in the EA.

While the most visible feature of the scoping process is the scoping meetings, strategic preparation for the meetings is critical to making meetings productive in eliciting substantive input. A Draft Scoping Package Outline will be prepared, informed by insights obtained during early interviews with key public and agency stakeholders, which will be recommended in the Public Participation Program (Task I). It is assumed that two scoping meetings will be held, one for pertinent federal, state, county and municipal (cities of Elizabeth and Linden) agencies, which would be open to the public, and one specifically for the public.

Scoping meeting materials and all meeting logistics, as identified in the RFP, will be completed per a detailed schedule produced by Maura Fitzpatrick, Public Involvement and Agency Coordination Task Leader. Her decades of experience implementing scoping processes for scores of projects proves the effectiveness of a schedule-driven approach to this critical step in the environmental review process. Key activities include: publication of the public scoping meeting via a variety of media (including public notice in the *Newark Star Ledger*, Union County edition); scheduling of the public scoping meeting over several afternoon and evening hours in transit- and handicapped-accessible venues, while the agency scoping meeting would be scheduled during normal business hours; widespread, convenient availability of the Scoping Package and an Executive Summary version, prior to the public scoping meetings and timely distribution of the Scoping Package to agencies; and preparation of full, court-reported transcripts.

We recommend that the public scoping meeting include an open house-style area for study team-public dialogue before and after a formal presentation about the project and EA process and receipt of informal public comments. While the open-house conversations do not become part of the formal transcript, they offer meeting attendees background information and opportunities to ask questions in an informal setting to assist them in crafting their formal comments. Public and agency comments will be obtained through oral testimony and written comment sheets at the meetings and by mail, e-mail and fax submittals during the scoping comment period. Substantive comments will be summarized in a matrix, each accompanied by identification of an appropriate course of action for inclusion in the study and/or formal response.

Deliverables include public scoping notices, agency scoping invitations; meeting logistics; draft and final Scoping Package Outlines, Scoping Packages and Executive Summaries; presentations; draft and final meeting summaries; public scoping meeting transcript; comment summary matrix.

I. Public Outreach and Stakeholder Participation

In addition to the public scoping meeting (Task H) and the Draft EA public hearing (Task P), a multi-faceted Public Participation Program (PPP) will be prepared to create opportunities for productive community engagement, which inevitably enhances a project's progress toward implementation. Through our work on the GBR EIS, preparing the PSPN and IMR and involvement in the ECA, the Parsons Brinckerhoff Team has a keen understanding of the potential effects of the project on Elizabeth and Linden and of the best methods to effectively engage stakeholders in the EA process. While there is a great deal of support for ramp improvements, project-related construction and operational impacts need to be publicly vetted to facilitate selection of a preferred alternative. Issues go beyond concerns about traffic and MPT during construction, and there may be differences in communities' position on these issues. There are also large industrial and commercial stakeholders in the area with potentially competing concerns with area residents and small businesses. In addition to the overriding traffic-related issues, others that are likely to arise during public discourse include noise and air quality concerns, potential property takings, effects on neighborhood parks in Linden, and local and regional economic impacts, among others.

An Outreach Center will be established in the study area with set weekly hours for interested community members to speak with a project team member. [Our cost estimate does not include the cost of renting and equipping space for the Outreach Center, as costs can vary widely, depending on the Authority's preferences regarding the space.] In addition, we recommend:

- Public Information Centers with displays and presentations at key project milestones
- Briefings for the Elizabeth/Linden Mayors, legislators and Union County officials
- Meetings with large entities, e.g., refineries, big box stores, with a stake in the proposed interchange improvements, and with emergency services personnel
- A mailing list of households, business, interest/advocacy groups, and civic associations
- An interactive project website, updated periodically to elicit public input

While every effort will be made to "go green" and rely largely on electronic media, print material (English- and Spanish-language newsletters and meeting notices) will be developed to assist in engaging Elizabeth's and Linden's significant Latino populations, as well as those without convenient access to computers and smart phones. Project information will also be posted at public libraries and community centers. All printed materials will use recycled paper products.

The public will be encouraged via the website, at meetings and in project materials to sign up for e-mail notifications of project updates. These notifications will be sized for easy viewing via smart phones and pads. Given the emergence of social media, we will work with the Authority to determine whether and which social media may be best used to enhance the outreach effort and promote online engagement in the study. Potential social media options may include creation of a blog or Facebook page and uploading of project presentations and displays on YouTube.

Task deliverables include:

- Branding logo and templates for website, presentations, print and electronic materials, etc.
- Public Participation Program (PPP)
- Project Mailing list
- Project Website

- Social media recommendations for Authority consideration
- Meeting presentations and displays
- Meeting summaries: written summaries, recordings, transcripts, as appropriate
- Monthly PPP updates

J. Interagency Meetings

For the GBR EIS, resource, regulatory, permitting and other interested agencies were engaged on a Technical Advisory Committee (TAC) and/or an Environmental Task Force (ETF) convened at key milestones. Having managed that process in coordination with the Authority, and similar committees for other projects, we fully recognize the benefits of proactive agency engagement.

Similar to the approach used for the GBR EIS, we will work with the Authority – and the FHWA – to identify pertinent federal, state, and local agencies and their respective representatives to participate on one or both of the committees. Subject to Authority and FHWA concurrence, the TAC will be engaged in providing guidance, as well as available data and other information, on transportation/traffic and related mobile-source air quality and noise and vibration issues. The ETF will be similarly engaged but on the other environmental resource areas to be addressed in the EA. Once committee membership is established, kick-off meetings will be held to introduce the project; establish committee members' roles and responsibilities and committee communication protocols, meeting frequency and logistics; and begin to engage the members in providing project guidance. The meetings will be held at times and locations most convenient for the majority of members. Meetings will be recorded for archival purposes and meeting summaries will be prepared for distribution. Task deliverables will include:

- Creation and management of TAC and ETF
- Invitations, meeting schedule and logistics, roles and responsibilities, notifications
- Presentation and other materials for committee meetings
- Meeting summaries
- Monthly TAC and ETF communication reports

K. Identify Environmental Criteria

In the alternatives screening process (Task F), environmental criteria and associated evaluation measures will have been defined and applied to quantify impacts among the preliminary alternatives, in addition to criteria addressing traffic performance, design, cost, constructability and other factors. The screening process will also highlight the environmental resources that require more detailed consideration in the EA. The environmental analysis methodologies and criteria to be defined in this task will guide the conceptual design development of the short-listed alternatives and provide the framework for their more detailed impact assessment.

The Parsons Brinckerhoff Team will quickly define the pertinent assessment methodologies and environmental criteria to directly target the following impact categories, at minimum: *traffic and related mobile-source air quality, greenhouse gas emissions and noise; land use, property acquisition/displacement; regional economics; environmental justice; historic resources; parkland; wetlands; floodplains; hazardous materials/contamination; and utilities.* Due diligence requires that development of the methodologies and criteria be coordinated with review of the study area's existing conditions (Task N) to make certain that all relevant environmental sensitivities are included. The draft methodologies and criteria will be provided for review by the TAC and ETF (Task J) to take full advantage of the collective agencies' regulatory- and resource-related

knowledge and guidance. Task deliverables comprise draft and final Environmental Methodologies and Criteria Technical Memoranda.

L. Conceptual Design

Concept-level designs will be developed for alternative(s) advanced from Task G, in accordance with the Design Criteria Summary (Task E) and to the level of detail sufficient for EA purposes.

1. Traffic Requirements - Concept designs for pavement markings, signage, construction staging, and roadside devices will be provided for the preferred alternative(s); existing signage in the project study area will have been inventoried in Task B. The existing signage on I-278 WB includes separate guidance for each direction of US Route 1&9, using I-278 to go south and the Bayway Avenue exit to go north. The limits of the concept signing plan must include the specific locations where this guidance is provided, such as the Goethals Bridge portion of I-278 and Turnpike Interchange 13 ramps exiting the plaza. Many of these guide signs fall within Authority or NJTA jurisdiction, such that their approval would be required along with NJDOT's. Additionally, small guide signs, including Authority signage, at the US Route 1&9/Bayway Circle directing southbound traffic to Bayway Avenue for the Goethals Bridge or Turnpike will need to be replaced with signage to redirect motorists and, in particular, trucks to the new interchange ramps to the south. Sign structures north and south of the interchange will be identified for removal or replacement and opportunities to provide enhanced or improved signage will be identified. Parsons Brinckerhoff is very familiar with existing signing and geometry and related issues on this section of I-278, in part due to our efforts on a design-build team for the Authority's GBR project. However, simple signing along I-278 and Route 1&9 may be insufficient to deter trucks from the corridor; truck bans, road diets, or even modification or closing of ramp connections from Brunswick Avenue to/from the Turnpike or the Goethals Bridge may be needed.

We will prepare a Conceptual Construction Staging Plan to evaluate the construction sequence for roadway, structures, utilities, traffic, and access. Based on the previous concepts, much of the project's construction can take place while maintaining travel through the corridor. However, schemes showing realignment of the roadway will require more staging sequences to maintain traffic flow and reduce construction impacts. The construction staging limits will be extended to address impacts beyond the immediate project site, such as signal operations, weaving or merging of traffic traveling from Park Avenue. The staging plan will also address roadway constraints (e.g., railroad overpass and petroleum pipeline) and identify temporary detour routes that may be necessary. Based on the alternative is selected, the construction impacts to traffic may be minimized if the I-278 median is used for the new ramp connections.

2. Civil Requirements - While minimum design criteria must be adhered to, desirable design aspects will be investigated and weighed against environmental and cost impacts, including: right-side ramp entrances/exits for US Route 1&9 and I-278 (to coincide with driver expectations, minimize weaving conditions); ramp alignments with stretches of "add lanes" (to provide more uninterrupted flow and minimize weaving conditions); smooth alignments (to minimize broken-back or reverse curves); and split-grade alignments that avoid poor skew angles. Constructability of these schemes will also be analyzed. While off-line construction is generally desirable to minimize traffic impacts, some realignment schemes offer opportunities to avoid right-of-way (ROW) and access impacts (e.g., shifting US Route 1&9 towards the median, north of I-278 WB).

Several design issues that will be evaluated during concept development (depicted in Figure A) were preferred due to anticipated lower construction cost, off-line construction, and ability to utilize NJDOT's ROW between I-278 EB and WB. However, this concept would have considerable

ROW and access impacts along US Route 1&9 (north of I-278), and the ramps to and from I-278 are from the left lane. The ramp from US Route 1&9 SB to I-278 WB is a three-level ramp, which adds some constructability concerns, including a high retaining wall that would be required along US Route 1&9SB. Figure B shows an alternative with significantly more roadway and structural work, right-lane entrances and exits, and the ability to make U-turning movements from US Route 1&9 SB to NB. US Route 1&9 NB is shifted toward the median to eliminate ROW and access improvements on the NB side; however, there are significant ROW impacts along Route 1&9 SB and across the Conoco Phillips property (impacts to its above-ground petroleum line).

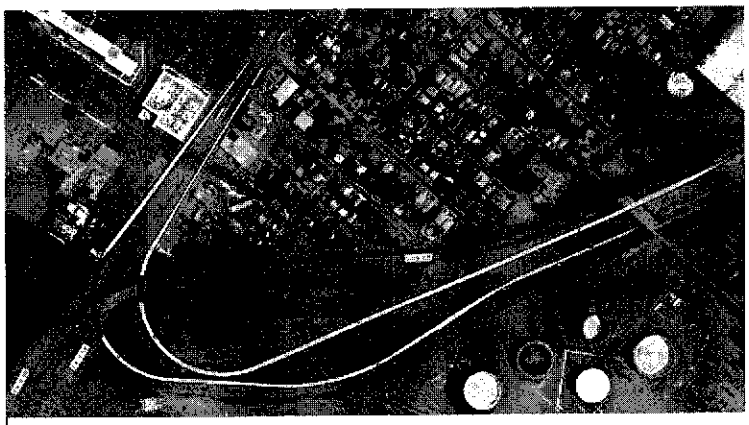


Figure A

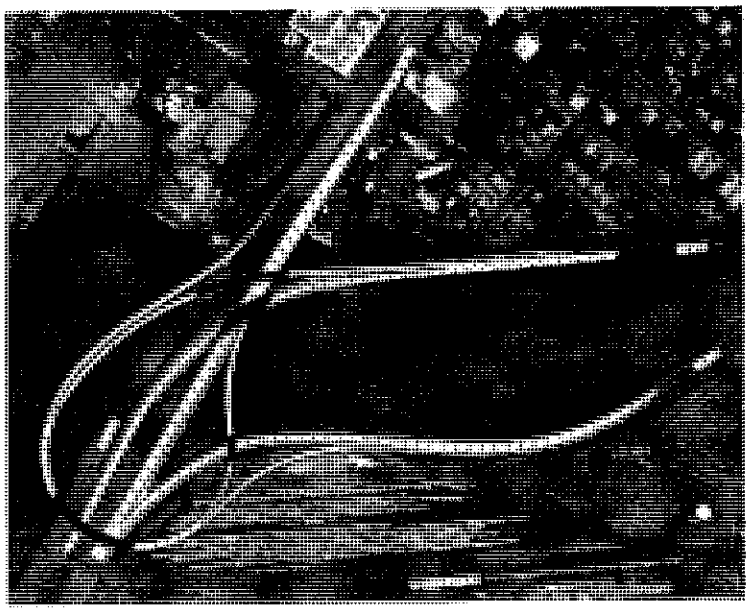


Figure B

Parsons Brinckerhoff has reviewed these concepts and believes that several improvements should be investigated, including:

- Provide a third lane on I-278 EB and extend its acceleration lane as an auxiliary lane
- Use the I-278 infield and align the I-278 WB ramp to US Route 1&9 NB just north of EB mainline lanes and merge with US Route 1&9 NB with less ROW impacts
- Shift I-278 EB to the north so that the ramp from US Route 1&9 NB to I-278 fits between the Conoco Phillips property line and I-278 EB (reducing ROW impact)

Utilities – We have compiled a preliminary list of utility companies that provide service within the project site, based on past projects, a site visit and review of reference documents provided by the Authority and will update the list as utility relocation, e.g., of transmission lines, can be extremely costly. We have identified the following utility facilities within the project limits:

US Route 1&9, NB/SB: Wood utility poles with overhead telephone, electric and cable facilities; some of the wood poles have solar panels attached for roadway lighting. Gas, water, fiber optic, telephone, fiber optic and sanitary facilities exist along the outside lanes and berm/sidewalk areas of the roadway. NJDOT Roadway Lighting (Aluminum Poles) within the I-278 interchange.

Major Utilities Crossing Route 1&9: PSE&G-Electric: Overhead PSE&G's Essex - Aldene Transmission line (steel towers and wood utility poles) crossing over Route 1&9 NB/SB at the Staten Island Railroad Bridge; refinery steam pipe: underground steam pipe line crossing US Route 1&9 just north of the Staten Island Railroad Bridge; Railroad Bridge: Staten Island Railroad Bridge crossing over US Route 1&9.

We will prepare supporting documentation following "CI/ASCE 38-02 Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data," Quality Level C (i.e., use existing and supplemental project mapping and utility records to prepare the existing utility plan). This will include preparation of a utility contact list, request of record utility plans, preparation of existing utility plans, identification and preparation of a list of utility agencies affected, and preparation of layout and relocation of utilities that could be in conflict with the proposed improvements, seeking to limit utility relocation costs.

As for most projects, utility coordination is a critical activity; therefore, we will coordinate with the utility companies early in the conceptual design process. Our approach for the two major utilities crossing US Route 1&9 within the interchange area is as follows: for the PSE&G steel towers and utility poles, we will provide field survey for the location of the steel towers and utility poles, including the lowest wire elevation of transmission line. This information will be used as we develop horizontal and vertical alignments for the alternatives. Adherence to OSHA and High Voltage Proximity Act requirements will be key considerations for the alternatives. For the refinery steam pipe, we will obtain record plans to locate the steam pipe line on the existing utility plan; in developing the alternatives, we will attempt to design around the steam pipe line.

Stormwater Management - Concept-level drainage conveyance systems will be laid out in accordance with Section 10 of the NJDOT Design Manual. Proposed drainage conveyance systems need to be designed to a level that confirms that stormwater can reach the desired location, as we recently did for the Route 1&9T St. Pauls Viaduct Replacement project. As the proposed project will include sufficient land disturbance and new impervious area to be classified as a "major development" under New Jersey's Stormwater Rule (N.J.A.C. 7:8) (Rule), treatment of the project's stormwater runoff will be required. The rule requires that a project address water quantity, water quality and groundwater recharge requirements. We have completed several recent assignments, e.g., NJDOT's Route 72 Manahawkin Bay Henderson Memorial Bridge Project and the Authority's Bayonne Bridge Raising Project, with similar stormwater management design concerns. While the project's location in an urban area precludes need for groundwater recharge, two other requirements need to be addressed. Stormwater best management practices (BMP) are needed to meet stormwater treatment requirements. All proposed BMPs will be designed in accordance the NJ Stormwater Best Management Practices Manual. To meet peak discharge reductions per water quantity requirements, a BMP that retains stormwater is needed, such as an extended detention basin. There are stormwater BMPs such as bio-retention basins/ swales, constructed wetlands or subsurface gravel wetlands that can be used to address both water quantity and quality control. Parsons Brinckerhoff recently designed both a constructed wetland and a bio-retention basin for the Route 72 Henderson Memorial Bridge project.

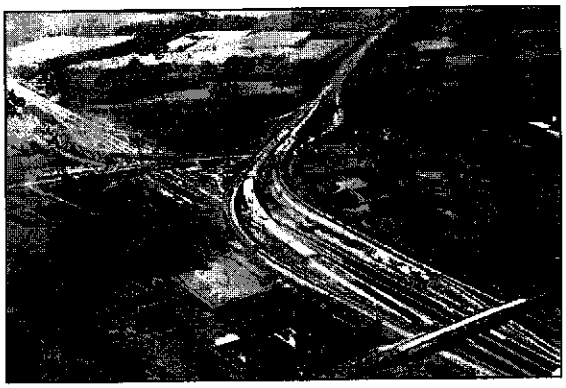
We propose a minimum of one soil test pit and permeability test within each of the identified stormwater BMPs. A cursory review of soil maps indicates poor soils that may limit the selection of BMPs for treatment of the project's stormwater runoff. Test pits and permeability tests need to be conducted in conformance with requirements in BMP Manual Appendix E. This minimal testing would enable determination of the suitability of the location and types of BMPs. One solution to

poor soils would be the use of a BMP, with an underdrain or a subsurface gravel wetland, which uses a liner to separate the BMP from the in-situ groundwater table and poor onsite soils.

Topography/ROW - Base-mapping and electronic files will be prepared in a format compatible with current versions used by the NJDOT. The Parsons Brinckerhoff Team uses the latest versions of MicroStation and InRoads software; all field work will be tied to NAD83 and NAVD88 enabling efficient transfer and use. To establish ROW along the project corridor, it will be imperative that sufficient data be collected early in the project. We will contact NJDOT Engineering Documents Unit (EDU) to obtain the latest documents of record. This will aid in avoiding or minimizing the number of acquisitions at critical locations for the proposed ramps. In order to consider all options, sufficient existing ROW data are vital. Property line determination will be based on tax map information, except where ramps alignments would be located near the existing ROW, in which case we will use recorded information, such as obtained from deeds, filed maps and available previous survey information. While using tax maps would be cost-efficient, deed and record information would more confidently determine ROW for any future property acquisitions.

3. Structural Requirements - Alignments similar to Figure A would require a three-level flyover, three-span, curved-girder bridge to connect US Route 1&9 SB with I-278 EB. Support for the bridge would likely require the use of integral straddle bent piers. This type of structure presents many constructability challenges that would have to be considered during concept development. High retaining walls would be required for significant distances leading to the bridge to gain required elevation and minimize ROW and environmental impacts.

Alignments similar to the one shown in Figure B eliminate the need for a flyover bridge, which would reduce the height of retaining walls and also allow for more traditional piers to be used to support the bridges. However, this scheme would still require curved girders and replacement of the existing bridge carrying I-278 WB over US Route 1&9 NB to provide for an additional lane underneath. The existing bridge already has substandard clear zones with the abutments almost directly adjacent to the travel lanes. The replacement structure would need to be designed to meet current clear zone requirements.



Parsons Brinckerhoff brings significant experience in addressing design challenges on complex interchange construction projects. NJ Turnpike Section 1 comprised 15 bridges, including five horizontally curved ramps with integral straddle bent piers, 39 retaining walls, and 33 sign structures.

For each alternative, we will prepare conceptual engineering drawings for the designed structural elements, including bridges, elevated ramp structures, retaining walls, culverts, sign structures, utility supports, etc. Cost estimates and scheduling will be prepared, constructability reviews will be performed, and structural design of foundation elements will be performed.

4. Electrical Requirements - Illumination along US Route 1&9 is provided by conventional non-cutoff High Pressure Sodium (HPS) luminaires mounted at a height of 26 feet on aluminum lighting standards with 8-foot or 15-foot mast arms. Illumination along I-278 is also provided by conventional non-cutoff HPS luminaires mounted at a height of 26 feet on aluminum lighting standards with 15-foot mast arms. The I-278 WB roadway over US Route 1&9 NB is illuminated with two offset HPS luminaires mounted on aluminum lighting standards at a height of 40 feet.

Based on a warrant analysis that will be performed, it is likely that partial or full interchange lighting will be provided with the proposed project. Photometric calculations will be performed using Visual™ software to determine locations and spacing of light poles. NJDOT illumination criteria will be used for illuminating the roadways within the project limits. Cutoff luminaires and LED luminaires will be coordinated with NJDOT and the Authority. Power requirements and availability of electric service for the proposed load center(s) will be coordinated and confirmed with the electric utility company (PSE&G) early in design. Conceptual single-line diagrams for electrical distribution system, conduit and wiring schedules, and luminaire and light pole schedules will be prepared and submitted to the Authority for review and approval prior to development of the system design. Throughout the design process, conflicts between the lighting equipment and overhead and underground utilities will be identified and resolved.

There are three camera sites near the project site: the physical gore area of US Route 1&9 NB and I-278 EB; US Route 1&9 SB between Gilchrist Avenue and Malcolm Place; and the US Route 1&9 median at Bacheller Avenue. In addition, underbridge Travel Time Systems (TTS) readers are installed over I-278 EB/WB roadways under the Brunswick Bridge. We will review the use of TSM strategies such as installing CCTV cameras, Variable Message Signs (VMS) and TTS readers. The Authority has recently undertaken construction of approximately 40 TTS readers at and near its bridges and tunnels. We will analyze the need for additional TTS sites so optimum travel speed link data would be available to the Authority and NJDOT along the I-278 corridor, in cooperation with TRANSCOM. We will also explore the use of NJDOT's existing fiber optic communications system, which runs along US Route 1&9, as well as other agency projects for interconnection between the agencies consistent with the Regional ITS Architecture. Video images from newly constructed cameras could easily be shared with both NJDOT and the Authority with the construction of such a tie-in to the NJDOT fiber (and NJTA network), along with various other potential data-sharing channels that could become available upon request to the agency. The construction of VMSs along I-278 will also be investigated as a means to provide drivers with real-time traffic information on Us Route 1&9, the Turnpike, and the Goethals Bridge.

5. Geotechnical: Requirements - The Rutgers University Engineering Soil Survey Report and NJDEP NJ-GeoWeb indicate that the main material at the project site is glacial till, comprising intermixed soil fractions that range from clay sizes to gravel, cobbles and boulders. The soil is predominantly silt, with some areas of localized silty sands. Depth to rock is generally less than 40 feet but can be as deep as 100 feet. While the NJDOT GDMS was used to obtain more accurate information, the borings nearest the project site are about 3000 feet to the east. Top-of-rock about 20 feet below ground surface. Significant soil and rock variations are possible within the large distance between the borings and the project site. The following factors will determine whether shallow or deep foundations (piles or drilled shafts) are most suitable:

- Shallow foundations are more economical than deep foundations. However, settlement and bearing capacity are major issues to be considered especially under the anticipated heavy bridge loading. Furthermore, shallow foundations have larger footprints than deep foundations and more impacts on environmentally sensitive areas such as wetlands.
- Piles are generally more economical than drilled shafts. In particular, with the relatively shallow depth to rock, H-Piles can be most effective. It is not anticipated that timber piles would be suitable for the soil conditions at the project site and with heavy bridge loading.
- Presence of boulders in the soil matrix is disadvantageous for pile foundation, as they present obstructions to pile driving; drilled shafts using proper tools can penetrate such obstructions.

- The vibrations generated by pile driving are much higher than with drilled shafts. Therefore, the vibration levels and their effect on nearby structures and utilities need to be thoroughly investigated when considering pile foundations. Project construction may impact sensitive structures, e.g., the bridge over US Route 1&9, oil tanks east of US Route 1&9 and south of I-278, railroad tracks and the above- ground Conoco-Phillips petroleum pipe line.
- The footprint of a pile foundation may be greater than a drilled shaft foundation and may have more impact on environmentally sensitive areas.

Parsons Brinckerhoff has designed many types of foundations, including NJDOT's Route 17 over 80 Project, where the rock was at shallow depth. For NJDOT's Doremus Avenue Project, we designed H-Piles, taken to rock, to support the bridge abutments. Drilled shafts were socketed into rock for the bridge piers, minimizing pier foundations between railroad tracks.

We will develop a subsurface exploration program to confirm soil conditions, obtain more definitive soil characterization, develop soil design parameters, and account for the above-cited factors influencing foundation selection. In coordination with the Authority and NJDOT, the information will be used to select and conceptually design the most suitable bridge foundations and retaining walls. Structural design of the foundation components will be based on soil-structure interaction analyses, e.g., group analyses of piles or drilled shafts will be performed to determine the pile or shaft axial loads, shear and bending moments.

Because of the presence of environmentally sensitive areas such as wetlands, it would be advantageous to limit the footprint of the approach embankments. This can be achieved by supporting the embankment fill using proprietary-type walls, such as mechanically stabilized earth (MSE) walls or prefabricated modular (PM) walls or through the use of geosynthetic reinforcement within the embankment to allow stability of slopes steeper than the conventional 2 (H) :1 (V) slopes. We proposed mechanically stabilized earth walls for Section 1 of the Turnpike Interchange 6-9 Widening Program. We also designed geogrid reinforced steep slopes for the NJDOT's Delilah Road Project. Unlike conventional cast-in-place walls, which may need to be supported on pile foundation, proprietary walls are flexible structures that can tolerate relatively large settlements or differential settlements without distresses. However, where intolerable settlements are anticipated, a two-stage construction scheme can be used in conjunction with MSE walls. The first stage is constructed with a welded wire mesh facing that can deform to accommodate relatively large settlements. After the wall has settled, the second stage would consist of installing the final precast concrete panels and filling the gap between them and the welded wire mesh facing with stone. We proposed a two-stage MSE wall for the US Route 1&9T St. Pauls Viaduct Replacement Project. To minimize settlement, installation of concrete columns such as vibro-concrete columns or controlled modulus columns to support the wall will be explored. We also applied this concept for the NJDOT Nacote Creek Project.

6. Environmental Requirements - Based on review of NJDEP's GIS, there are several active Known Contaminated Sites near the project area. A portion of Bayway refinery is east/southeast of the project area. A groundwater Classification Exception Area (CEA) established for groundwater contaminated with chlorinated volatile organic compounds is located north of the project area.

We will conduct a Phase I Environmental Site Assessment (ESA) within the project area to evaluate past ownership, current and historical site usage, and improvements to impacted properties, consistent with provisions set forth in 42 USC 9601(35). The ESA will include record search, physical inspection of the properties, facilities, and structures; compliance history, aerial survey photographs, site/topographic maps, and identification of previous environmental investigations

performed on the properties, if any. The ESA will be performed in general accordance with ASTM "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" (E 1527), Section 101 (35), 107, and 120(h) of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Federal Property Management Regulations 41 CFR 101-47.202-2(b)(9) and (10), and will also meet NJDEP's Preliminary Assessment requirements under N.J.A.C 7:26E. The purpose of the ESA will be to identify recognized environmental conditions (RECs)/Areas of Concern (AOCs) and develop a plan for a Phase II Site Investigation in accordance with NJDEP requirements for characterization of the site soil and groundwater conditions. The investigation will include review of available federal, state and local records including USEPA, NJDEP, municipal and County Health Department records, Sanborn Fire Insurance Maps, and aerial photographs. Site inspections and interviews with current occupants of the properties, where access is available, will assist in identifying potential RECs and AOCs. A single Phase I ESA report will be prepared, incorporating the results for each of the individual impacted properties.

Based on the Phase I ESA findings and the environmental data review, a Phase II ESA Scope of Work will be prepared to address those areas where additional data are needed to evaluate project impacts, and will be designed to assess the presence, level, and identity of contaminants through the collection of soil and groundwater samples (and sediment, if warranted) across the investigation areas. We will also prepare conceptual cost estimates for soil disposal/beneficial reuse, soil erosion measures and dewatering effluent treatment and/or disposal, if applicable.

M. Evaluate and Develop Design Options and Alternatives

The fundamental purpose of this task is to refine the Task L concept designs of the alternatives advanced from Task G using the environmental criteria defined in Task K to further incorporate feasible mitigation into the designs, while confirming the alternatives' adherence to the PSPN. Consideration of environmental sensitivities and impact mitigation are continuing threads throughout the study – but it is in this task that the short-listed alternatives developed through the previous tasks will get a final, hard look before the detailed EA evaluation. We will objectively review the concept designs: do the interchange ramp alternatives satisfy the PSPN in all its aspects? Are the designs optimized to avoid impacts or mitigate otherwise more severe impacts? Has anything been overlooked, which, with appropriate design refinement, would further limit potential adverse project impacts? Each alternative will be reviewed against the minimum design criteria (Task E), revised PSPN (Task C), environmental criteria (Task K) and No-Action alternative. We will then use a simplified peer-review/value-engineering approach of in-house design and NEPA experts – we would propose inclusion of Authority and NJDOT representatives for this focused review – to ensure the objectivity of the initial review and address any remaining issues. The alternatives review and refinement will be fully documented in a draft Technical Memorandum, and revised as final following Authority review.

N. Existing Conditions/Affected Environment

Detailed characterization of existing conditions will be targeted to resources that may be affected by project impacts (see Task K). Based on results of earlier tasks, notably Task M, this list will be refined to include any additional resources identified as of potential concern or about which the impact potential is uncertain. Resources with limited or no impact potential will be described more generally, covering the pertinent impact areas listed in the RFP. This will maximize efficiency while providing the basis for assessment of No-Action and project alternatives' potential impacts. Data collection will be structured to also maximize efficiencies for the proposed project by obtaining data/formation that will ultimately be required for permit applications.

Characterization of existing conditions will address federal, state, county and municipal public policies and any financing actions applicable. In addition to consulting with Linden, Elizabeth and Union County planning, engineering and other pertinent personnel, the inventory of applicable policies and actions will be vetted with the ETF and TAC. Future actions, policies and projects – notably including the Authority's GBR project – that are programmed and committed to be implemented by the EA analysis year (2040) will be described; relevant information will have been compiled in Task F for definition of the No-Action alternative.

A few study area conditions that will be detailed in the EA warrant explicit mention:

- NJDEP-regulated freshwater wetlands; vegetation community types supported by wetlands and associated resource values; and foraging habitat for State-listed threatened black-crowned night heron, yellow-crowned night heron and cattle egret;
- National Register-eligible Staten Island Railroad Historic District; US Route 1&9 corridor identified in the New Jersey Historic Roadway Survey; Bayway Refinery and Esso Research Center in Linden, which should be evaluated for potential historic significance; and potential archaeological sensitivity;
- Several active NJDEP Known Contaminated Sites, primarily comprising active or former service stations; and Classification Exception Areas (CEA) established for groundwater contaminated with petroleum constituents and chlorinated volatile organic compounds.

Task deliverables comprise the EA Affected Environment chapter, including tables, maps and other graphics, Technical Reports for inclusion as EA Appendices, and an expanded GIS database.

O. Environmental Consequences

Our understanding of the Authority's intent in preparing an EA is to conclude the NEPA process with a Finding of No Significant Impact (FONSI), enabling the project to move into design and construction. Preparation of an EA rather than an EIS is a reasonable and efficient strategy for fulfilling NEPA as long as the EA defensibly documents that the proposed project would not result in significant adverse impact. Task M activities will have sought to avoid or minimize impacts through design refinements and identified other impact mitigation strategies to bring adverse impacts below the significance threshold (e.g., traffic, wetlands). If significant adverse impacts are nonetheless identified, the EA will document a defensible basis for FHWA issuance of a mitigated FONSI (76 CFR 3843; 40 CFR 1508.20), completing NEPA review of impacts without requiring an EIS. This will require documentation of the commitment to implement enforceable mitigation in order to achieve an environmentally preferable project outcome and, potentially, monitoring of mitigation commitments to ascertain their effectiveness once implemented.

The approach for the impact analyses, having already investigated impacts and mitigation feasibility in Task M, is to objectively and defensibly confirm whether there are any environmental consequences that would exceed significance thresholds as quickly as possible in order to determine whether a FONSI or mitigated FONSI would be appropriate. If the latter, we would then identify additional mitigation measures that would be required and could be committed to. Through the earlier tasks, the alternatives' alignments and designs will have already incorporated some degree of impact mitigation (e.g., minimization of wetland impacts, reduction of required property acquisitions). Given that, consideration of mitigation will focus on measures that would further repair, restore, reduce, eliminate or compensate for an impact.

A few impact analyses warrant explicit mention here:

- Degree of wetland disturbance and, based on the identified wetland resource value, significance of the impact and implication for permitting and compensatory mitigation.
- Section 106 historic architectural resource effects assessment; determination of impact in the archaeological Area of Potential Effect, if necessary; and recommendation for a Phase 1B survey and/or development of a Programmatic Agreement, if warranted.
- Development of a Phase II ESA, based on findings of the Phase I ESA regarding recognized environmental conditions (REC)/Areas of Concern (AOC) in the project area.
- Potential for disproportionately high adverse impacts on Environmental Justice communities in Linden and Elizabeth, as well as determination of project benefits to these communities.

The task deliverable will comprise the EA Environmental Consequences chapter, expanded Technical Reports for inclusion as EA Appendices and a Section 4(f) Evaluation, if required.

P. Prepare EA and NEPA Documents

This task is the culmination of EA activities wherein the foregoing analyses, consultations and documentation will be used to provide reader-friendly, lay-person-accessible disclosure of the project's potential impacts and associated mitigations. Efficient and timely production of the EA will be driven by: (1) obtaining consensus from FHWA and the Authority on an annotated Draft EA Table of Contents (including page counts by section) and (2) adherence to a detailed timeline that we will prepare for drafting, review, revision and final production of each EA chapter and Appendix. Parsons Brinckerhoff has prepared EAs in record time when the entire study team, including the federal lead agency and project sponsor, commit to such a timeline; we anticipate using this strotegy to meet the Authority's desired schedule. While 40 CFR 1502.14 relates to EISs, its requirement for a comparative evaluation of the alternatives and identification of a preferred alternative is equally useful in an EA to summarize and bring sharp focus to the essential findings and conclusion of the proposed project's environmental review. The activities comprising this task will fully satisfy NEPA's requirements for full disclosure and public review.

We propose that the EA be concise, focused on presenting salient information for decision-making in the body of the EA, with supporting detail in the EA Appendices. This both conforms to NEPA and CEQ guidance and facilitates public review. EA appendices will document the alternatives screening; concept-level design studies; GTM forecasting and traffic impact analyses; Section 106 consultation process and Section 4(f) Evaluation (if the latter is required); wetlands impact and mitigation analyses, as may be required; and other technical reports detailing resource-specific existing conditions, impact analyses and mitigation studies that may be required.

Parsons Brinckerhoff and subconsultant Howard-Stein/Hudson will provide all logistical and other support for the EA public and agency review process, as outlined in the RFP, to fully satisfy the letter and spirit of NEPA requirements and guidance. This process, including addressing comments received on the Draft EA at the public hearing and during the public comment period, will set the stage for requesting FHWA's issuance of the FONSI or, as may be the case, a mitigated FONSI.

Task deliverables include:

- Draft and final annotated EA Table of Contents
- Comparative Alternatives Evaluation methodology and matrix
- Draft and Final EA documents, including Executive Summary, and Appendices
- Draft and final NEPA supporting documents

- Draft and final Notice of Availability
- EA distribution and public hearing and public comment period logistics and other support
- Documentation of EA comments/responses, public hearing transcript, request for FHWA FONSI

Q. Cost Estimating, Schedule and Constructability

Construction cost, schedule, and constructability are all features of the alternatives that will be measured in the selection of a preferred alternative. We will provide a cost estimate, construction schedule, and constructability review summary that accurately depicts the amount and extent of work necessary for constructing the conceptual design alternatives.

We will prepare a comprehensive preliminary cost estimate, using NJDOT's Preliminary Cost Estimate format, supplemented with input from all disciplines, addressing the following areas:

- Earthwork
- Pavement
- Bridges/retaining walls
- Incidental items (e.g., sign structures, barrier curb, curb)
- Landscaping
- Noise abatement (if required)
- General items (e.g., field office)
- Traffic stripes/signs
- Maintenance and Protection of Traffic
- Training/mobilization/progress schedule/clearing site
- Utility relocation
- ROW
- Environmental mitigation
- Contingencies, change orders, escalation

Construction unit costs will be derived from NJDOT Preliminary Estimates, NJDOT Transport Cost Estimating Software, and supplemented with recent Contractor Bid Costs on similar projects in New Jersey. We understand that preliminary estimates should be conservative but realistic as they are typically used to determine project funding. Therefore, in addition to preliminary construction costs (incurred by the contractor), the preliminary cost estimate should include construction engineering, change order, environmental mitigation and ROW acquisition costs.

The Preliminary Construction Schedule will include an estimate of construction duration, critical path items, and major milestones. It will show the construction project timeline, identify the dates (absolute or relative to a start date) that a project task or activity will be started and completed.

Ease of construction is an important consideration in alternatives screening and selection of a preferred alternative. Many alternatives previously considered show at least one of two characteristics: significant off-line construction with minimal traffic impacts (e.g., along Route 1&9, north of I-278, where several schemes require modification of the existing I-278 structure for addition of acceleration/deceleration lanes), or significant traffic impacts with horizontal roadway realignment (schemes that re-aligned Route 1&9 to use the infield area and avoid ROW impacts). The preferred alternative will likely have construction impacts between these extremes. Elevation of existing and proposed roadways is a critical consideration; the new ramps will create a third level, which may create simultaneous traffic impacts to multiple traffic streams. Also, US Route 1&9 schemes widening to the existing infield must consider grade difference between the two directions and associated potential construction challenges.

Constructability reviews will focus on minimizing adverse impacts to motorists, pedestrians, residents and businesses during construction. To minimize disruption, emergency towing services can be specified for peak hours to quickly clear vehicles within the construction zone. Staging areas will be identified to facilitate contractor access that reduces conflicts with the traveling public. Access to abutting properties will be maintained. If detours cannot be avoided, we will

assist NJDOT in seeking support from local municipalities. Parsons Brinckerhoff coordinates with local police, fire and emergency services regarding alternate routes and with local school boards and NJ TRANSIT regarding impacts to bus services and with regional NJDOT Traffic Operations Center to determine allowable traffic lane closure schedules. Level of service analyses through work zones and/or detours and public officials' input will be documented in a Traffic Impact Report/Transportation Management Plan. Nighttime or off-season construction will be considered to reduce delays and congestion during peak travel periods. Work-hour restrictions will be considered to limit noise impacts to sensitive receptors. Provisions will be included in the project specifications to manage emergencies/evacuations along designated evacuation routes.

R. Conceptual Design Executive Summary & Report

The Executive Summary will provide an overview of all activities and outcomes of the planning phase conceptual-design tasks. The Concept Development (CD) Report will define the PSPN and provide a compilation of the information used to develop the preferred alternative. We will prepare and submit an Executive Summary, 50% Draft and 100% Draft CD Reports to the Authority for review and comment. Upon addressing the Authority's comments, the CD Report will be submitted to NJDOT for review and comment, prior to submittal of the Final CD Report.

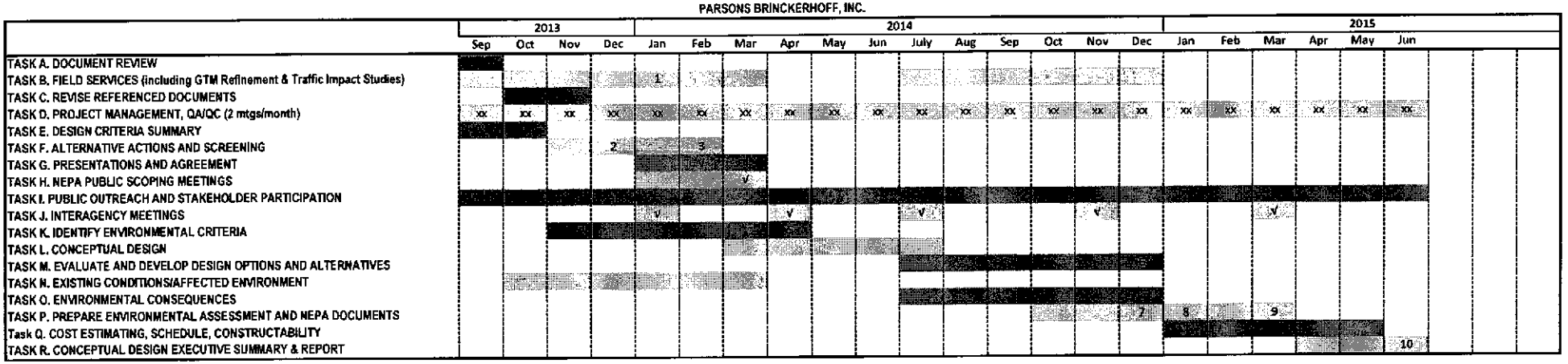
Parsons Brinkerhoff has extensive experience preparing these types of reports for NJDOT and has worked closely with NJDOT's Subject Matter Experts to develop consensus on the level of information required in the CD Report. After the 100% Draft CD Report is submitted, NJDOT may be required to perform a Value Engineering (VE) Study (assuming project cost over $20M) to identify, evaluate, develop and recommend alternative designs or methods that will provide an acceptable or improved product to maximize the value and minimize life cycle costs. Based on VE comments, we will review the recommendations and evaluate what can be incorporated into the preferred alternative. If required, a meeting will be held with NJDOT in order to finalize.

Over the past 15 years, Parsons Brinckerhoff has assisted NJDOT with over 30 Concept Development/Feasibility Assessment Reports, with over 20 projects built or in construction. We have developed strong working relationships with NJDOT Project Managers and received positive feedback commending our ability to provide professional, technical, and collaborative support.

PROJECT SCHEDULE

PANYNJ RFP 33799 - US ROUTE 1&9 AND INTERSTATE I-278 INTERCHANGE RAMPS

PARSONS BRINCKERHOFF, INC.



√ - Key Meetings

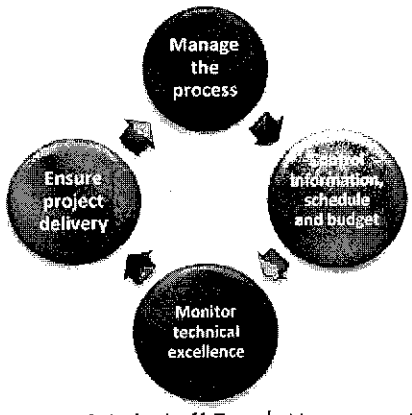
KEY MILESTONES:

1. Completion of GTM Refinement
2. Finalize screening methodology
3. Recommend short-listed alternatives
4. Review scoping input and confirm preferred alternatives
5. Finalize environmental methodologies and impact criteria
6. Complete refinement of mitigated alternatives
7. Issue Draft EA
8. Hold public hearing
9. Request FONSI
10. Finalize Conceptual Design Documentation

H. Management Approach

Introduction

Based on our knowledge of the Interchange Ramps project, study area and issues from previous studies we have completed, Parsons Brinckerhoff has assembled a compact, efficient team that meets all aspects of your project needs and understands your objectives. The Parsons Brinckerhoff Team offers the Authority the right mix of talent and experience in each area of contract performance, with the appropriate levels of authority and responsibility.



Parsons Brinckerhoff Team's Management Approach is a continuous process

Project Manager, Andy Paluri, PE, PTOE will manage this project from Parsons Brinckerhoff's office in Two Gateway in Newark, easily accessible to the Authority's offices, which will facilitate open and ongoing communication, coordination and collaboration.

Andy has current, directly relevant experience managing multi-disciplinary studies. He is completing management of the final design of the Direct Connector Interchange between the Atlantic City Expressway and Atlantic City International Airport. Many aspects of that project are similar to the Interchange Ramps project, including concept development, alternative analysis, environmental assessment, access modifications, public outreach and stakeholder coordination, survey and right-of-way (ROW), utility coordination, ITS and electrical design, interchange ramp and flyover designs, retaining walls to minimize ROW impacts, drainage design, and storm water management. Andy will apply this experience, along with his experience in managing NJDOT projects, to managing his team to deliver a successful Interchange Ramps project for the Authority.

Project Management

Based on the scope of services, our knowledge of the Interchange Ramps project and key issues in the project area, we are certain that the best management approach is an integrated team approach. To support Andy as Project Manager, we propose five discipline-specific Task Leaders, each of whom has decades of technical and management experience pertinent to this project.

The core strength of our team is the highly qualified staff that we are committing to achieve project success. In addition to our in-house professionals, we have selected several specialty subconsultants who will contribute their specialized expertise to complement our services and enable us to satisfy the Authority's M/WBE participation goals. Functioning as an integrated team will result in more efficient and streamlined project delivery to the Authority, with approximately 80 percent of the required work to be performed by Parsons Brinckerhoff.

Parsons Brinckerhoff's recent travel demand forecasting (GTM), traffic engineering and environmental work brings added value to the project. We will be able to advance the schedule more efficiently because we have already verified aspects of existing conditions, have longstanding relationships with several key stakeholders, and are very familiar with the US Route

1&9 and I-278 Interchange Ramps project's environmental and ROW issues, as well as existing traffic patterns.

To deliver the best solution for this project, we have structured the team with five task leaders, Steve Arbiz, PE for Civil Engineering; Judith Versenyi, AICP, for Environmental Assessment; Peter Sucher, PE, for Transportation Planning/Engineering; Joe Mumber, PE, for Structural Engineering; and Maura Fitzpatrick for Public Outreach & Interagency Coordination. This structure will allow our team to work cohesively with the Authority and provide operational efficiency.

Andy will be responsible for overall project delivery and will proactively communicate with the Authority throughout the project. He will be the primary contact with the Authority's Project Manager. Our project organization enables Andy to combine his services with those of the task leaders to manage this effort. The Task Leaders will, in turn, manage the technical staff to get the job done. Andy has worked closely with our key staff and is fully confident in their abilities to produce quality outcomes within budget and on our proposed fast-track schedule.

Parsons Brinckerhoff will participate in bi-weekly progress meetings with the Authority to allow for seamless distribution of information throughout the team. In these meetings, the progress of each task and the various alternatives will be discussed, to assist the team in preparing task deliverables for the Authority. Andy will closely coordinate and interact with the Authority to reach concurrence on important issues, update the Authority on work progress, report anticipated remaining work and proactively raise any project issues and make recommendations for their resolution for Authority review and approval. Andy will provide the Authority with monthly progress reports, which will identify work performed during the prior period for each task and an updated schedule highlighting tasks and activities that are ahead or behind schedule. For any tasks that are behind schedule, Andy will provide a corrective action plan to mitigate schedule slippage. The progress report will also include budget expenditures by task, earned value relative to physical percent complete, and identify any tasks that are experiencing budgetary shortfalls and corrective actions to offset such shortfalls. In addition to telephone conversation when most expedient, e-mails will serve as a primary source of contact and will be filed for documentation. Correspondence with outside agencies will be discussed with the Authority in advance; a draft record will be submitted to the Authority for review and comment. We will use the Authority's Live Link web-based system and Parson Brinckerhoff's FTP site for file transfer of large documents.

Andy's Keys to Successful Project Management:

- *Effective communication*
- *Sound planning*
- *Cost control*
- *Quality control*
- *Proactive schedule monitoring*
- *Diligent tracking of objectives*
- *Record keeping and the flexibility to adjust or respond to changes*

Schedule Management

With a plan to complete this project in 22 months, Parsons Brinckerhoff will be diligent in monitoring and controlling the project schedule and providing realistic, practical recommendations to the Authority in real time on any issue. Our seasoned Project Management staff will identify potential concerns and address them proactively to reach resolution. Key progress indicators and milestones will be incorporated in the network logic for planning, progress monitoring, and forecasting for the project. The overall success of the project will be driven in large part by our ability to assist the Authority in effectively identifying

We are proposing a 22-month schedule, given our familiarity with the project and study area, unique capability with the GTM, and commitment and availability of key staff.

and mitigating potential delay factors, e.g., stakeholder/community coordination, and providing the necessary support documents for completion of the NEPA EA and request for a Finding of No Significant Impact.

Cost/Budget Control

Andy and the task leaders will track actual expenditures against budgets and current forecasts and will investigate any differential costs that may be required. Our Oracle-based cost accounting system monitors actual versus budgeted cost, by cost category and project phase. We will perform a monthly Earned Value Analysis, comparing percent complete based on accomplishment of tasks rather than just schedule or financial percent complete. We will keep project cost and schedule fully integrated and updated. Andy will hold weekly meetings with internal staff and biweekly meetings with subconsultants for schedule and budget control. With these systems in place, Andy will deliver this project, as he has others, on time and within budget.

Risk Management

Controlling risk is often the difference between success and failure on a project. We view risk management as an explicit, structured process and an integral part of project development – a way of thinking as well as a tool to help manage uncertain events. We manage the potential for risk proactively, striving to avoid it. Risk Drivers may include:

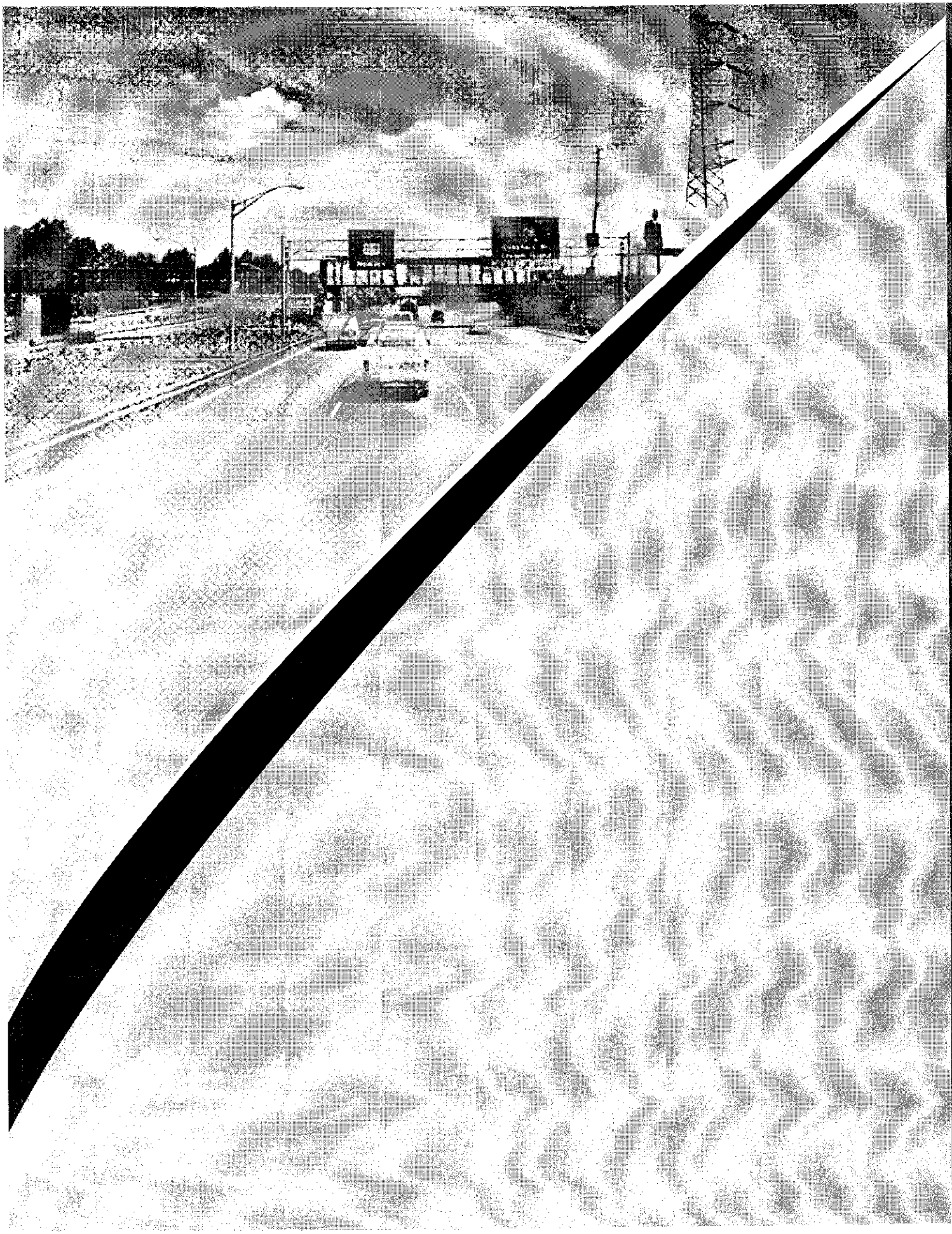
- *Costs (Mitigation, Capital)*
- *Schedule*
- *Environmental Impacts*
- *NJDOT and FHWA Coordination*
- *Stakeholders and Community*
- *Impacts to Route 1&9*
- *Impacts to the surrounding area*
- *Staging and Alternatives*

We will develop and monitor a risk register that will contain the identified risk event, the likelihood that it will occur, the estimated severity of impact, mitigation measures for those risks judged to require mitigation and the party responsible for preventing the threat event or mitigating its effects or occurrence. We will also perform risk workshops, if necessary, and identify any potential risks in the design process. Parsons Brinckerhoff will prepare a concise, yet comprehensive report including an executive summary highlighting risk drivers with the greatest potential for impacting cost and schedule, and recommendations for maximizing mitigation efforts.

QA/QC Processes

This project will be managed within the framework of Parsons Brinckerhoff's well-established ISO-certified quality management system. Our staff at all levels is trained in best management practices, including how to manage common project tasks. This improves efficiency and reduces potential for errors.

Kuldip Singh, P.E., and Mary Ann Mason, AICP, will lead the QA/QC efforts. Upon Notice to Proceed, they will prepare a project-specific quality control plan that will become part of the overall project management plan. The quality control procedures will meet or exceed the Authority's requirements. Our subconsultants will also be required to adopt the same QA/QC standards. We will define procedures that build quality and innovation into each task, from the initial documents review and schedule preparation to production of the Environmental Assessment. At the end of the assignment, we will hold a final project review to assure that all work has been completed in accordance with Authority requirements.



I. Affiliates

Parsons Brinckerhoff, Inc. Subsidiaries: (owned by Parsons Brinckerhoff Group , Inc.)

Company	Address
Parsons Brinckerhoff-FG, Inc.	506 Carnegie Center Blvd., 2nd Floor Princeton. NJ 08540
PB Constructors, Inc.	One Penn Plaza New York, NY 10119
Parsons Brinckerhoff Advisory Services, Inc.	One Penn Plaza New York, NY 10119
PB Services, Inc.	One Penn Plaza New York, NY 10119
Parsons Brinckerhoff Group Administration, Inc.	One Penn Plaza New York, NY 10119
Parsons Brinckerhoff Infrastructure Development Company, Inc.	One Penn Plaza New York, NY 10119
CTV Holdings Inc.	14394 Commerce Way Hialeah, FL 33016
ALLTECH, Inc.	One Penn Plaza New York, NY 10119
PB Energy Storage Services Inc.	162 Park Ten Place, Suite 400 Houston, TX 77084
PB Facilities Inc.	One Penn Plaza New York, NY 10119
PB Power, Inc.	One Penn Plaza New York, NY 10119
Parsons Brinckerhoff International, Inc.	One Penn Plaza New York, NY 10119

Parsons Brinckerhoff, Inc. Subsidiaries: (owned by Parsons Brinckerhoff, Inc.)

Parsons Brinckerhoff Michigan, Inc.	500 Griswold Street Detroit, MI 48226
Parsons Brinckerhoff Ohio, Inc.	6235 Enterprise Court Dublin, OH 430 16
PB Transit & Rail Systems, Inc.	Two Gateway Plaza Newark. NJ 07102

Parsons Brinckerhoff, Inc. Affiliates

PB Booker Associates Inc.	One Penn Plaza New York, NY 10119
PB Architecture, Inc.	One Penn Plaza New York, NY 10119
Associated Engineers, Inc.	45 1 East Vanderbilt Way Vanderbilt Plaza, Suite 200 San Bernardino, CA 92408
Keystone Environmental Planning, Inc.	One Penn Plaza New York, NY 10119

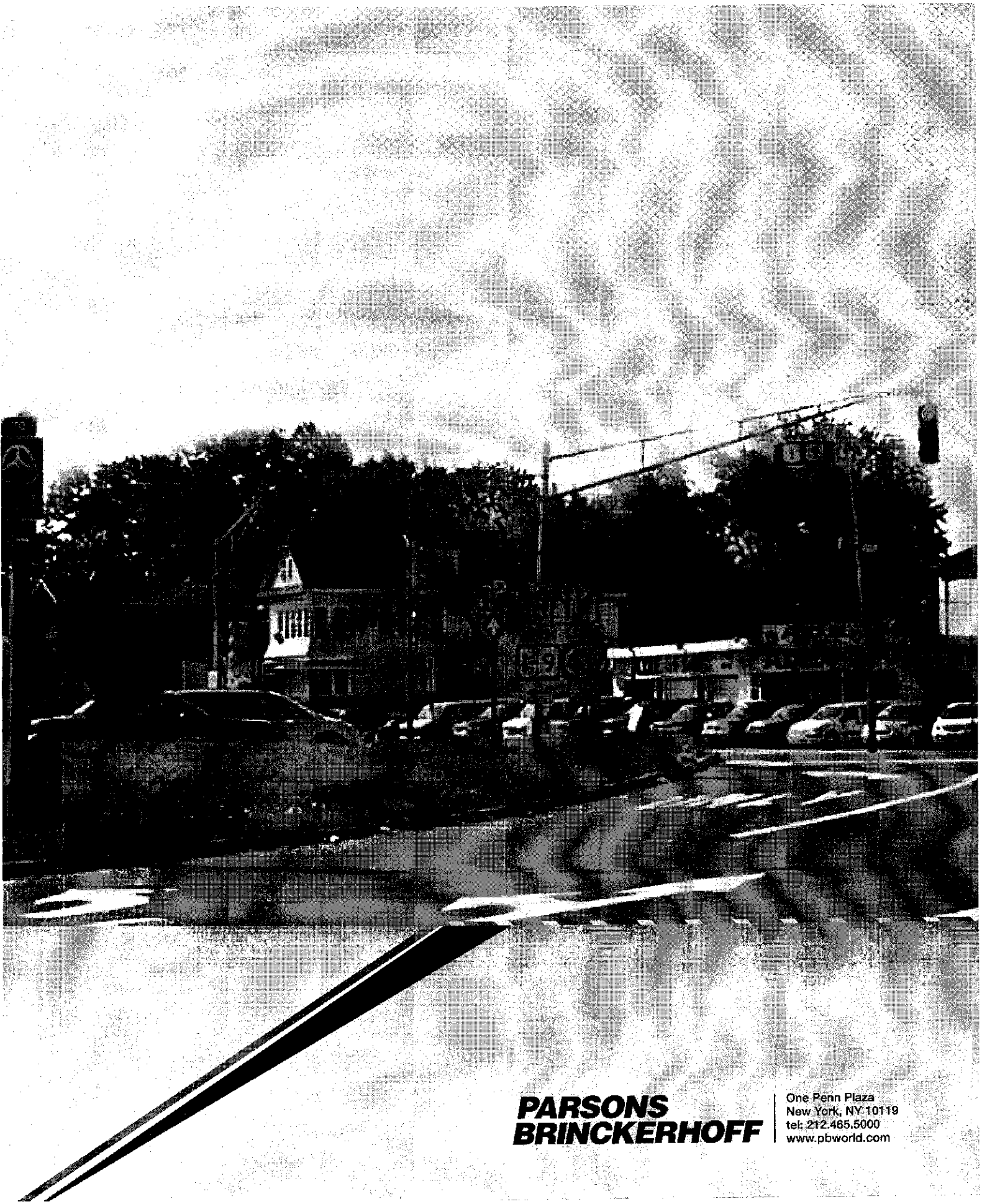
PB Panama, S.A.	One Penn Plaza New York, NY 10119
Avid Engineering, Inc.	One Penn Plaza New York, NY 10119
North Corridor Transit Partners, LLC	1801 West Bay Drive NW, Suite 206 Olympia, WA 98502

J. Conflict of Interest

Neither Parsons Brinckerhoff nor any of its employees, agents, or subcontractors, is aware of any possible conflict of interest or appearance of conflict of interest relating to the provision of Conceptual Design and Related Engineering Services for the US Route 1&9 and Interstate I-278 Interchange Ramps on on as-needed basis, as defined in Article 29 of the Standard Agreement attached to this Request for Proposals. If we become aware of a conflict, or the appearance of a conflict, we will immediately notify the Authority as required, giving full details thereof.

K. Exceptions

Parsons Brinckerhoff, Inc. has reviewed the form of contract included with RFP Number 33799 and takes no exceptions to the terms and conditions contained therein.



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