

NYS DOT 255 SUBMITTAL FORM		ARCHITECTURAL/ENGINEERING AND RELATED SERVICES						Revised 07/2022		
1A.	Key Contract D Number:	D038305			2.	Statewide Financial System (SFS) Vendor ID Number (if applicable)				
B.	Key PIN:	8010.80								
C.	Project Name/County:	Design - Rt 9 from Sleepy Hollow to Hastings Complete Streets Preliminary Engineering								
3A.	Prime Firm (or Joint Venture) Name & Address of project's Coordinating Office				3D.	Firm Name & Address for Correspondence, if different from Item 3A.				
	WSP USA Inc.									
	500 Summit Lake Drive, Suite 450									
	Valhalla, New York 10595									
	County	Westchester				County				
3B.	8-digit Consultant Identification Number (CIN): 00815644				3E.	For office (3A.) through which project activities will be coordinated:				
3C.	Firm Name/Location/CIN of All Additional Offices Performing Work:					Name of Principal/Officer	David Weiss			
	One Penn Plaza, New York, NY 10119 / County: New York / CIN: 00810211					Title of Principal/Officer	Vice President/New York District Transportation Lead			
						Telephone Number	914-449-9105			
						Email Address	David.Weiss@wsp.com			
					3F.	Prime (or JV's) % of Work Allocation:	80%			
4.	Personnel by Discipline: List number of employees proposed for this project in Column (A) and total number employed by firm in Column (B)									
Proposed for Project (A)	Employed by Firm (B)		Proposed for Project (A)	Employed by Firm (B)		Proposed for Project (A)	Employed by Firm (B)			
1	1037	Administrative		25	Geologists		5	Soils Engineers		
	98	Architects	3	71	Highway Engineers		4	Specification Writers		
1	32	Bridge Condition Inspectors		5	Hydrologists	2	231	Structural Engineers		
2	190	CADD Specialists	1	8	Landscape Architects	3	43	Transportation Engineers		
	258	Construction Inspectors		139	Mechanical Engineers		33	Survey/Photogrammetry/GIS		
	14	Drafters	5	112	Planners	4	119	Bridge Engineer		
	7	Ecologists	1	19	Project Manager		232	Construction Manager		
	124	Electrical Engineers		4	Resident Engineers	3	195	Environmental		
1	16	Estimators		1	Sanitary Engineers		90	Geotechnical		
						3	2123	Other		
						30	5235	Total Personnel		
5.	For JOINT VENTURES, only: This form MUST reflect the composite of firms (NOTE: Each entity is still required to submit separate CONR386 forms.)									
A.	Does the proposed joint venture have a written agreement outlining specific areas of responsibility for each participating entity?						Yes		No	
B.	Has this Joint Venture worked together on previous projects?						Yes		No	

6. List all of the proposed Subconsultants anticipated to perform work on this contract, type of services to be performed and percent of work. (Do not list Subcontractors.)

A. Firm Name, Address, County and 8-Digit CIN	B. Category of Firm's Responsibility	C. Percent of Work	D. Percent of DBE Participation	E. Worked with Prime Before (Yes or No)
Hudson Valley Engineering Associates, PC dba HVEA Engineers 702 Chestnut Ridge Road, Chestnut Ridge, NY 10977-6435 County: Rockland CIN: 19224743	Preliminary Design (Highway) M05	15%	15%	Yes
F. If D/M/WBE firm, please provide alternate(s) Firm Name: Prudent Engineering, LLP CIN: 0452 4777				

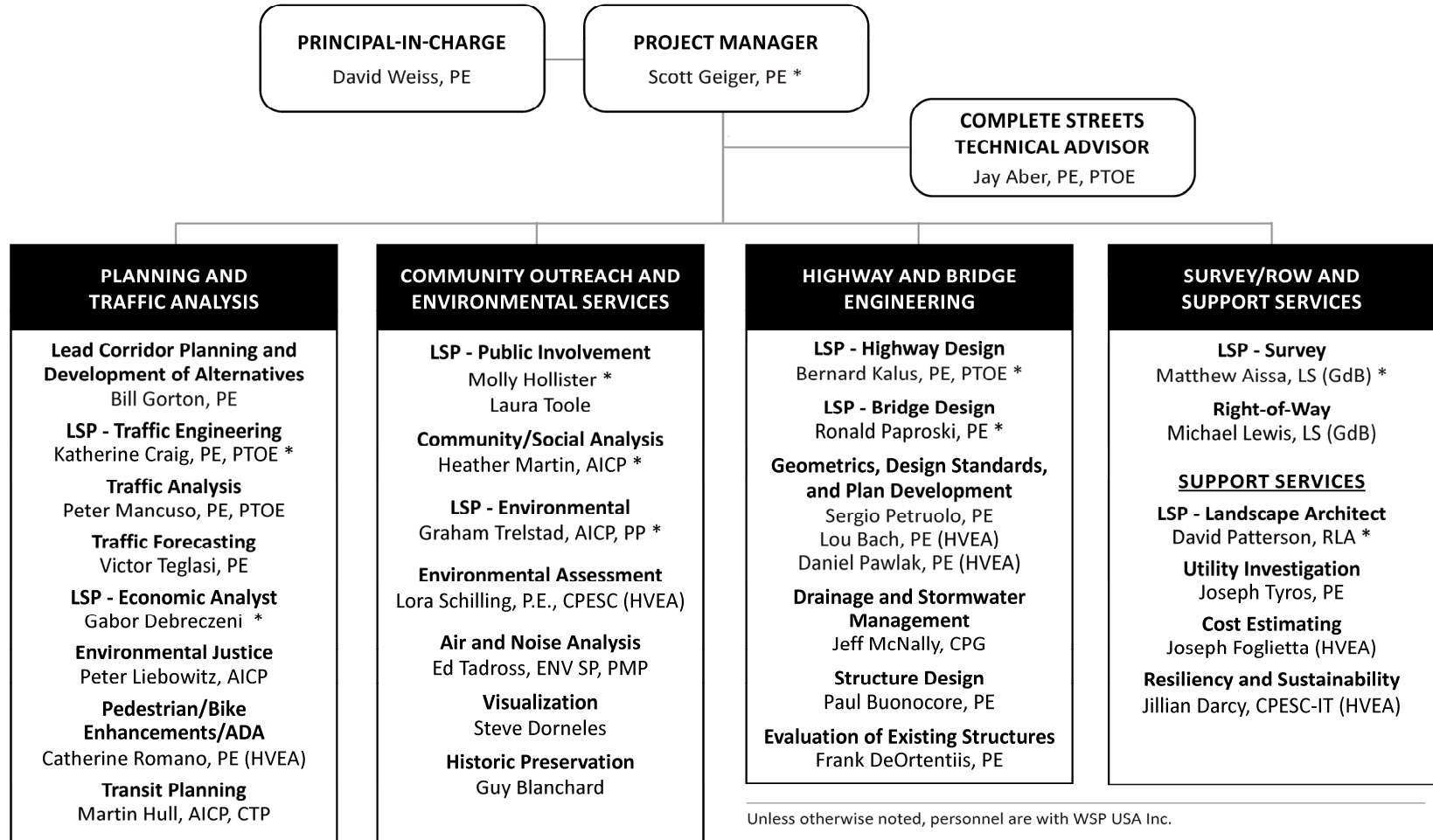
Personnel by Discipline: List number of employees proposed for this project in Column (A) and total number employed by firm in Column (B)

Proposed for Project (A)	Employed by Firm (B)		Proposed for Project (A)	Employed by Firm (B)		Proposed for Project (A)	Employed by Firm (B)	
1	5	Administrative			Geologists		1	Soils Engineers
		Architects	4	8	Highway Engineers			Specification Writers
	4	Bridge Condition Inspectors		2	Hydrologists		7	Structural Engineers
	4	CADD Specialists			Landscape Architects	1	4	Transportation Engineers
	29	Construction Inspectors			Mechanical Engineers		6	Office Engineers
		CPM Scheduler			Planners	1	2	Environmental Engineers
		Drafters		4	Project Manager		10	Material Tab Technicians
		Ecologists		5	Resident Engineers			
		Electrical Engineers			Sanitary Engineers			
		Estimators			Scheduling Engineer			
						7	91	Total Personnel

6. Cont'd, proposed Subconsultants anticipated to perform work on this contract, use additional copies of this page as needed. (Do not list Subcontractors.)								
A. Firm Name, Address, County and 8-Digit CIN			B. Category of Firm's Responsibility		C. Percent of Work	D. Percent of DBE Participation	E. Worked with Prime Before (Yes or No)	
GdB Geospatial LS, P.C.			Design Survey & Mapping (M09) ROW Survey & Mapping (M10)		5%	5%	Yes	
88 Duryea Road, Melville, New York 11747								
County: Suffolk								
CIN: 63844329								
F. If D/M/WBE firm, please provide alternate(s)								
Firm Name: Foit-Albert Associates, Architecture, Engineering and Surveying, PC								
CIN: 01565693								
Personnel by Discipline: List number of employees proposed for this project in Column (A) and total number employed by firm in Column (B)								
Proposed for Project (A)	Employed by Firm (B)		Proposed for Project (A)	Employed by Firm (B)		Proposed for Project (A)	Employed by Firm (B)	
1	12	Administrative			Geologists			Soils Engineers
		Architects			Highway Engineers			Specification Writers
		Bridge Condition Inspectors			Hydrologists			Structural Engineers
1	17	CADD Specialists			Landscape Architects			Transportation Engineers
		Construction Inspectors			Mechanical Engineers			Environmental Engineers
		Drafters			Planners	3	27	Surveyors
		Ecologists		10	Project Manager	1	2	GIS Specialists
		Electrical Engineers			Resident Engineers		2	Photogrammetrists
		Estimators			Sanitary Engineers		1	Subsurface Utility Tech
						6	71	Total Personnel

7.

Use this space to provide a project organization chart depicting the key individuals (including their name, firm affiliation and project title) that make up your proposed team. This section must be limited to one page in length with a font size no smaller than 10-point. NO OTHER INFORMATION SHOULD BE INCLUDED ON THIS PAGE.



Unless otherwise noted, personnel are with WSP USA Inc.

* Denotes Key Staff

LSP - Lead Staff Person

WSP - WSP USA Inc. - Prime

HVEA - Hudson Valley Engineering Associates, PC dba HVEA Engineers (DBE)

GdB - GdB Geospatial LS, P.C. (DBE)

8.	Brief Résumé of Key Staff (Min. 10pt font, 1 page per résumé.)								
A.	Name: Scott Geiger, PE		Title: New York East Business Line Leader						
B.	Assignment Title: Project Manager			NICET grade (if applicable): N/A					
C.	Will be Employed by: WSP USA Inc.								
D.	Current Employee of: WSP USA Inc.					Prime	<input checked="" type="checkbox"/>	Sub	<input type="checkbox"/>
E.	Years with this Firm: 2	Years with other Firms: 32							
F.	NYS P.E. #: [REDACTED]	Expiration Date: 03/23	NICET #: N/A	Expiration Date: N/A					
G.	*If requesting NICET equivalency, submit NICET Equivalency Request for Key Staff form https://www.dot.ny.gov/main/business-center/consultants/forms-publications-and-instructions								
H.	Availability Date: May 1, 2023								
I.	Relevant Experience	Are you currently working on a NYSDOT Contract? No			Contract #: N/A		PIN: N/A		
	Project Name	Firm	Title	Dates	Months in Title	Contact Name and Phone #			
Project 1	TBTA As-Needed Inspection & Design, Project VN-86	WSP USA Inc.	Project Manager	2020-Present	24	Randall Ide, PE MTA C&D – 646.689.2607			
Duties/Responsibilities: Project manager for the Belt Parkway Widening and Bay 8 th Street Interchange Reconstruction Project in support of Verrazzano Bridge Ramp operations. Project VN-86 is an off-system project that requires close coordination with NYC DOT, Parks, and DEP as well as local residential communities in Brooklyn, NY. As Project Manager, Scott is responsible for coordinating multidisciplinary team through preliminary and final design delivery, he will provide construction support services as needed.									
Project 2	NYSDOT, Route 17 Exit 131 Reconstruction	NYSDOT	Project Manager	2012-2019	74	Lance Macmillan, PE 845.471.5850			
Duties/Responsibilities: Project manager for the scoping, preliminary design, Design-Build (D-B) procurement and construction of the Route 17 at Exit 131 Interchange Reconstruction Project. Scott led the DOT Design Team through scoping and preliminary design that included an extensive community involvement effort. A Citizens Advisory Committee (CAC) was formed that included representatives from the local municipalities, Monroe Woodbury School District, Local Businesses, and residents. Extensive coordination with Federal and State regulatory agencies was also required. Scott successfully managed the high priority D-B project through the final design and construction phases and the project was successfully completed in 2019.									
Project 3	NYSDOT, Route 55 Corridor Revitalization	NYSDOT	Project Manager	2011 – 2014	36	Lance McMillan, PE 845.471.5850			
Duties/Responsibilities: Project manager for the Scoping, Design and Construction of the Route 55 corridor improvement project in LaGrange, NY. This innovative project was designed to improve traffic flow in the corridor and provide safe vehicular and pedestrian access to local businesses and the Arlington High School. Three traffic signals were replaced with three modern roundabouts, new ADA compliant sidewalks and improved drainage. The developing business district corridor and the Town of LaGrange supported the project throughout the public involvement phase and the project and environmental footprint of the corridor was reduced and improved.									
Project 4	NYSDOT, Route 376 Raymond Avenue Reconstruction	NYSDOT	Project Manager	2005 – 2009	48	Lance McMillan, PE 845.471.5850			
Duties/Responsibilities: Project manager for the Scoping, Design and Construction of the Route 376 Downtown Revitalization and Corridor Improvement Project in Arlington, NY. This award-winning innovative project successfully reduced vehicular speeds and travel times through the busy corridor. By reducing the number of through travel lanes and replacing outdated traffic signals with roundabouts, a pedestrian friendly, safe, and efficient corridor was created. Extensive public involvement was required to introduce the community to the new modern roundabouts and to build trust among the many stakeholders. The extensive effort paid off when the corridor improvements provided safe vehicular travel and improved pedestrian access to local businesses, residents, and Vassar College students and faculty. Three traffic signals were replaced with three modern roundabouts as well as new ADA compliant sidewalks and improved drainage. Local businesses took advantage of the wide pedestrian areas to provide attractive outdoor dining.									

8.	Brief Résumé of Key Staff (Min. 10pt font, 1 page per résumé.)							
A.	Name: Ronald Paproski, PE		Title: Senior Supervising Engineer					
B.	Assignment Title: Lead Staff Person – Bridge Design				NICET grade (if applicable): N/A			
C.	Will be Employed by: WSP USA Inc.							
D.	Current Employee of: WSP USA Inc.				Prime	<input checked="" type="checkbox"/>	Sub	<input type="checkbox"/>
E.	Years with this Firm: 20	Years with other Firms: 14						
F.	NYS P.E. # [REDACTED]	Expiration Date: 7/2023	NICET #: N/A	Expiration Date: N/A				
G.	*If requesting NICET equivalency, submit NICET Equivalency Request for Key Staff form https://www.dot.ny.gov/main/business-center/consultants/forms-publications-and-instructions							
H.	Availability Date: May 1, 2023							
I.	Relevant Experience	Are you currently working on a NYSDOT Contract? No		Contract #:		PIN:		
	Project Name	Firm	Title	Dates	Months in Title	Contact Name and Phone #		
Project 1	MTA-MNR, DB Replacement of Prospect Hill Rd. Bridge over MNR, Brewster NY	WSP USA Inc.	Design Manager	2018 – 2020	26	Margarita Calabrese, PE 914.461.0477		
Duties/Responsibilities: Design Manager and structural designer of record for the design-build team responsible for all aspects of the design for this Region 8 bridge replacement and operational improvements. Responsible for design, quality, delivery, and field support for structural, civil, drainage, and utility improvements. WSP provided preliminary engineering to allow for the contractor to submit a bid. In collaboration with the contractor, WSP provided engineering for an alternative foundation to limit addressing contaminated groundwater. Responsible for demolition of deteriorated truss over MTA-MNR Harlen Line mainline as well as the Brewster train yard. The project earned ACEC's Platinum award in 2019.								
Project 2	NYSDOT (D031235), Region 10 Bridge Repairs at Six Locations	WSP USA Inc.	Project Manager/Lead Bridge Design	2015 – 2018	24	Ron Kudla, PE 631.952.6010		
Duties/Responsibilities: Project manager and senior project engineer responsible for overseeing the development of Phases V and VI documents and CSS for the deck, wearing surface, waterproofing, bearings, expansion joints, heat-straightening repair, repair of substructure elements, utility protection, and work zone traffic control - all in accordance with NYSDOT standards. For the ADP's and PS&E deliverables, he oversaw the implementation of a new innovative concept consisting of UHPC link slabs that were designed to eliminate expansion joints over the piers for three of the six bridges. \$12.5M.								
Project 3	NYSDOT (D900015), Carlls Straight Path Bridge over I-495 Design Build	WSP USA Inc.	Lead Bridge Design	2013 - 2015	18	Anna Elias 631.952.6041		
Duties/Responsibilities: Ron was in charge of all aspects of the structural design including staging, foundations, substructures, superstructure, excavation support, and retaining walls, all meeting NYSDOT standards design-build project to replace the 4-span bridge with a new 2-span bridge over the LIE. The stages construction method provided both as safe corridor for pedestrians as well as addressed possible traffic congestion.								
Project 4	NYSDOT (D025021), Sprain Brook Parkway over NYS Route 119	WSP USA Inc.	Lead Bridge Design	2008 – 2012	48	George Crimi Varoli 845.431.5848		
Duties/Responsibilities: For the DAD, he developed replacement and rehabilitation alternatives including detailed construction cost estimates. Non-standard features were addressed, and care was taken to work within the ROW. Utility impacts were minimized through close partnership which allowed the work to progress without delay. The replacement design used innovative methods such as using the existing abutments piles with lagging as excavation support for the new single-span structure, used MSE abutments and walls without piles, and constructed all the foundation and most of the substructure under the existing bridge before the Sprain Parkway traffic was impacted. Each structure carried an independent horizontal and vertical alignment which presented a difficult task in developing M&PT schemes for replacement of the structures while maintaining three lanes of traffic in each direction.								

8.	Brief Résumé of Key Staff (Min. 10pt font, 1 page per résumé.)								
A.	Name: Bernard Kalus, PE, PTOE		Title: Transportation Manager						
B.	Assignment Title: Lead Staff Person – Highway Design					NICET grade (if applicable): N/A			
C.	Will be Employed by: WSP USA Inc.								
D.	Current Employee of: WSP USA Inc.					Prime	<input checked="" type="checkbox"/>	Sub	<input type="checkbox"/>
E.	Years with this Firm: 20	Years with other Firms: 14							
F.	NYS P.E. #: [REDACTED]	Expiration Date: 05/24	NICET #: N/A	Expiration Date: N/A					
G.	*If requesting NICET equivalency, submit NICET Equivalency Request for Key Staff form https://www.dot.ny.gov/main/business-center/consultants/forms-publications-and-instructions								
H.	Availability Date: May 1, 2023								
I.	Relevant Experience	Are you currently working on a NYSDOT Contract? Yes		Contract #: D038105		PIN: X731.52			
	Project Name	Firm	Title	Dates	Months in Title	Contact Name and Phone #			
Project 1	NYSDOT (D037863), Route 17 Scoping/PEL Study Reg's 8 & 9	WSP USA Inc.	Lead Staff Person – Scoping	2019 - 2021	18	Mark Tiano, PE 845.431.5775			
Duties/Responsibilities: Bernie led the Scoping phase for the Planning Environment Linkage (PEL) Study of the 45-mile segment of NYS Route 17 in Oranges and Sullivan Counties. He was responsible for the development and evaluation of a range of alternatives developed by WSP's multi-disciplined team. He also led the more detailed studies of a potential 3rd Lane addition and interchange improvements throughout the corridor study limits. The studies included traffic analysis, development of highway alternatives for mainline widening and interchange improvements, constructability impacts, environmental conditions, project estimating and report development.									
Project 2	NYSDOT (D030845), Route 17 Corridor Improvement Study	WSP USA Inc.	Project Manager	2012 - 2013	18	Sandra Jobson, RA, RLA 845.431.5723			
Duties/Responsibilities: Bernie was the primary client and community contact during scoping studies for the 45-mile Route 17 corridor between Harriman and Monticello. He worked with both Region 8 and 9 to implement a proactive public outreach program that paralleled the conceptual design efforts. Bernie also oversaw the development of alternatives that ranged from traditional general use lane widenings to exclusive corridors for HOV and transit vehicles. He incorporated the traffic and environmental components of the study to develop a comprehensive scoping report that was well received by the involved agencies, elected officials and the general public.									
Project 3	NYSDOT (D900038), Design-Build Support – Statewide	WSP USA Inc.	Project Manager	2017 – 2018	24	Paul LoGallo, PE 845.431.5747			
Duties/Responsibilities: Bernie has been part of several reviews of highway design related elements as part of WSP's oversight role on NYSDOT Design-Build projects. He has provided technical reviews on several highway, roadway, and interchange reconstruction projects. In addition to his work on the Kew Gardens Interchange improvement projects, He provided concept evaluation support for the NYS Route 17 Exit 131 Interchange Reconstruction project in Woodbury New York. Bernie served as Project Manager and assisted the Department in evaluating the alternative interchange concepts that were proposed by some of the Design-Build teams, which included diverging diamond and modified roundabouts.									
Project 4	NYSDOT (D0311040), Lower Hudson Transit Link, Phase A	WSP USA Inc.	Project Manager	2015 - 2017	24	Maureen Kuinlan, PE 845.437.5143			
Duties/Responsibilities: Project Manager of the planning and preliminary design for a trans-Hudson transit link connecting Rockland and Westchester Counties. Project provided NYSDOT with the framework and baseline studies necessary for a Bus Rapid Transit (BRT) system that will utilize the Tappan Zee Bridge to connect with the existing rail centers along the I-287 corridor. Bernie was responsible for the key components of the study including the overall corridor transit vision and a master program schedule for the ultimate implementation of the BRT system. The study focused on three primary routes that connected with Metro North stations in Tarrytown, Port Chester and the transit center in downtown White Plains. Bernie was also responsible for the traffic studies and oversaw the development of the traffic models of the arterials impacted by the BRT system on both the Rockland and Westchester sides of the Bridge. The model results were used to identify early action projects that would facilitate the future installation of the BRT system.									

8.	Brief Résumé of Key Staff (Min. 10pt font, 1 page per résumé.)								
A.	Name: Katherine (Duffy) Craig, PE, PTOE		Title: Supervising Engineer, ASCE V						
B.	Assignment Title: Lead Staff Person – Traffic Engineering			NICET grade (if applicable): N/A					
C.	Will be Employed by: WSP USA Inc.								
D.	Current Employee of: WSP USA Inc.					Prime	<input checked="" type="checkbox"/>	Sub	<input type="checkbox"/>
E.	Years with this Firm: 18	Years with other Firms: 0							
F.	NYS P.E. #: [REDACTED]	Expiration Date: 01/23	NICET #: N/A	Expiration Date: N/A					
G.	*If requesting NICET equivalency, submit NICET Equivalency Request for Key Staff form https://www.dot.ny.gov/main/business-center/consultants/forms-publications-and-instructions								
H.	Availability Date: May 1, 2023								
I.	Relevant Experience	Are you currently working on a NYSDOT Contract? Yes		Contract #: D038105, C037899		PIN: X731.52, 1045.18			
	Project Name	Firm	Title	Dates	Months in Title	Contact Name and Phone #			
Project 1	City of Middletown, Traffic Operations Stage I & II, PIN 8757.07 & 8760.98	WSP USA Inc.	Project Manager & Lead Traffic Engineer	2018 – present	46	Jacob Tawil, PE 845.343.3169			
Duties/Responsibilities: Katie was responsible for all project design phases (I-VI) of this federally funded locally administered project. She performed the capacity and incident analysis for all 28 intersections within the study area. She proposed fully actuated, optimized, and coordinated corridors throughout the city to improve mobility and access while reducing vehicle delay and unnecessary stops at traffic signals, as well as providing environmental benefits from reduced vehicle emissions. She was also responsible for the final design of each intersection which included locating new traffic signal poles, pullboxes, cabinets, pedestrian poles, curb ramps, crosswalks, signing and striping and signal heads.									
Project 2	NYSDOT (D037863), Regions 8 & 9, Rt. 17 PEL Scoping Study	WSP USA Inc.	Lead Traffic Engineer	2020 – 2021	16	Paul LoGallo, PE 845.431.5747			
Duties/Responsibilities: As Lead Traffic Engineer and Deputy Project Manager, Katie was responsible for developing all traffic data, capacity analyses, and incident analysis as part of this study. Due to the COVID-19 pandemic, a unique approach was designed to obtain an existing set of traffic data. Using streetlight data in conjunction with NYSDOT's continuous and short count data, an existing traffic data set was developed to analyze existing conditions. She also oversaw the NYMTC Best Practice Model (BPM) results, which were used to forecast traffic data for ETC and ETC+30 under No-Build and Build Conditions. She was also responsible for summarizing and presenting all the traffic components of the study during the public outreach portion of the study.									
Project 3	NYSDOT (D900038), Design-Build Route 17 at Route 32 (Exit 131)	WSP USA Inc.	Lead Traffic Engineer	2017-2019	18	Paul LoGallo, PE 845.431.5747			
Duties/Responsibilities: Katie was responsible for developing an approach and scoring method in the Request for Proposals (RFP) that was used to evaluate each Design-Build team's ability to address the traffic related goals and objectives of the project. She also developed and calibrated the VISSIM traffic models that were used by all the Design-Build teams from the Design Approval Documents (DAD) preferred alternative. The VISSIM traffic model set the minimum NYSDOT standards that each design-builder's model must meet or exceed. During the DQAE phase of the project, Katie reviewed the work zone traffic control analysis and plans.									
Project 4	NYSDOT (D030845), Route 17 Corridor Improvement Study	WSP USA Inc.	Lead Traffic Engineer	2011-2013	16	Sandra Jobson, RA, RLA 845.431.5723			
Duties/Responsibilities: Responsible for analyzing and developing capacity improvements for transportation alternatives in a broad corridor context to recommend feasible alternatives that were advanced into the design phase. This study emphasized traffic operations, incident analysis, travel demand analysis, travel demand projection, and the analysis of development potential. She was responsible for traffic analysis and forecasting using VISUM. The VISUM model was used to analyze five future transportation concepts that included a general use 3rd lane, high occupancy vehicle (HOV) lane, a Bus Rapid Transit Lane, and a Light Rail Transit option. Travel demand and transportation system management strategies were studied.									

8.	Brief Résumé of Key Staff (Min. 10pt font, 1 page per résumé.)								
A.	Name: David L. Patterson, RLA, ASLA, ISA-CA		Title: Supervising Landscape Architect						
B.	Assignment Title: Lead Staff Person - Landscape Architect					NICET grade (if applicable): N/A			
C.	Will be Employed by: WSP USA Inc.								
D.	Current Employee of: WSP USA Inc.					Prime	<input checked="" type="checkbox"/>	Sub	<input type="checkbox"/>
E.	Years with this Firm: 16	Years with other Firms: 18							
F.	NYS L.A. #: [REDACTED]	Expiration Date: 02/29/2024	NICET #: N/A	Expiration Date: N/A					
G.	*If requesting NICET equivalency, submit NICET Equivalency Request for Key Staff form https://www.dot.ny.gov/main/business-center/consultants/forms-publications-and-instructions								
H.	Availability Date: May 1, 2023								
I.	Relevant Experience	Are you currently working on a NYSDOT Contract? Yes		Contract #: D038008 (Proj. 1)		PIN: XM21.42 (Proj. 1)			
	Project Name	Firm	Title	Dates	Months in Title	Contact Name and Phone #			
Project 1	New Hyde Park Streetscape, Nassau County, NY	WSP USA Inc.	Lead Landscape Architect	2/2022 - present	8	Kate Hillmann, Village Clerk, Village of New Hyde Park, 516.354.0022			
Duties/Responsibilities: Lead Landscape Architect on Planning and Civil Engineering Consultant Team providing Landscaping and Streetscape design at various locations along the LIRR 3rd Track Expansion Project between the Floral Park Playground to New Hyde Park Road in the Village of New Hyde Park, Nassau, County, New York. The Village seeks to beautify the streets around the station to improve the pedestrian and traveler experience facilitate a safer and enjoyable station area to experience for travelers and nearby residents. The approach to the scope of work will include development of conceptual alternatives including birds-eye and street level renderings, and sections of the Conceptual Alternatives and the Streetscape Conceptual Alternatives. Following review of these by the Village, the design team will prepare design and construction drawings including landscape plans, cost estimate and specifications.									
Project 2	NYCDOT, Union Bridge Turnpike, New York, NY	WSP USA Inc.	Lead Landscape Architect / Certified Arborist	6/2021 - present	16	Ruchit Patel, PE 212.839.6393			
Duties/Responsibilities: As Lead Landscape Architect/Certified Arborist, completed site visit to Union Turnpike Bridge, New York to survey required tree attributes for trees greater than two inches diameter at breast height (DBH) within the new project survey limit. Developed an Excel Spreadsheet documenting the field tree survey and including tree tag #, Northing (feet), Easting (feet), DBH (inches), tree canopy diameter (feet) botanical name, common name, condition, inspection notes. Will develop in CADD Existing Tree Inventory Plan on City of New York Department of Transportation Division of Bridges title block, including legend, notes including certified arborist information, tagged tree location and number, site features, and spreadsheet of surveyed trees.									
Project 3	TBTA VN-86 Shore Park, New York, NY	WSP USA Inc.	Lead Landscape Architect / Certified Arborist	1/2021 - present	20	Randy Ide, PE MTA C&D, 646.689.2607			
Duties/Responsibilities: Lead Landscape Architect for Belt Parkway / Shore Park Modifications located near Belt Parkway in the Borough of Queens. The project size is 12 acres, and the project goals included: reduce congestion and improve safety on VN Bridge Ramps and Main Span; reduce roadway footprint on Parks land; improve a pedestrian link to shore path from Bay 8th Street; and manage stormwater per DEP requirements Lead Landscape Architect/Certified Arborist for the field inventory of existing tree attributes on the New York City Parks TIVR Excel spreadsheet tool for trees within developed parkland. Developed landscape planting plans, details, specifications and estimate in TBTA format. Using NYC Trunk Area Replacement (TAR) determined restitution value of trees to be provided for mitigation based on design and condition removals, and total of tree plantings.									
Project 4	Druid Park Lake Drive Complete Streets Feasibility Study, Baltimore	WSP USA Inc.	Lead Landscape Architect	9/2020 – 10/2021	14	Charles Penny, Baltimore City DOT, 410.396.8139			
Duties/Responsibilities: Lead Landscape Architect for the Druid Park Lake Drive Complete Streets feasibility study and concept design for Baltimore City DOT Planning Division. Druid Park Lake Drive is a two-mile arterial corridor in Baltimore City that has been selected for redesign to improve the corridor's safety and connections between predominantly low-income communities and Druid Hill Park. Using Complete Streets principles to improve safety, multi-modal access and ADA accessibility, Mr. Patterson collaborated with the team on existing conditions analysis, community and inter-agency stakeholder visioning and concept development. WSP evaluated and identified streetscape improvements, traffic calming opportunities and multi-modal roadway enhancements for the Druid Park Lake Drive corridor from Mount Royal Terrance to Greenspring Avenue and provided guidance on the ADA sidewalk and bicycle lane typical section design.									

8.	Brief Résumé of Key Staff (Min. 10pt font, 1 page per résumé.)							
A.	Name: Molly Hollister		Title: Senior Manager, Communication and Public Involvement					
B.	Assignment Title: Lead Staff Person - Public Involvement				NICET grade (if applicable): N/A			
C.	Will be Employed by: WSP USA Inc.							
D.	Current Employee of: WSP USA Inc.				Prime	<input checked="" type="checkbox"/>	Sub	<input type="checkbox"/>
E.	Years with this Firm: 3	Years with other Firms: 25						
F.	NYS P.E. #:	Expiration Date:	NICET #: N/A	Expiration Date: N/A				
G.	*If requesting NICET equivalency, submit NICET Equivalency Request for Key Staff form https://www.dot.ny.gov/main/business-center/consultants/forms-publications-and-instructions							
H.	Availability Date: May 1, 2023							
I.	Relevant Experience	Are you currently working on a NYSDOT Contract? No		Contract #: N/A		PIN: N/A		
	Project Name	Firm	Title	Dates	Months in Title	Contact Name and Phone #		
Project 1	MTACC, Penn Station East End Gateway LIRR Concourse Renovation, New York, NY	WSP USA Inc.	Public Involvement	10/2020 - present	34	Jolyon Handler MTA C&D 646.262.2829		
Duties/Responsibilities: Communications and stakeholder engagement lead for Phase 1 and Phase 2 of Penn Station LIRR Concourse project. Molly oversees the Stakeholder and Public Outreach group and Graphic/Video Design team for all public, stakeholder and press engagement including banners, signage, videos, social media, press releases and surveys and created a Communications Plan and a Crisis Communications Plan to be implemented for this three-year project. She coordinates all project programs with the Penn Station Master Plan Project Management Team. WSP is providing construction management services for Penn Station improvements. Phase 1 of the project entailed improved safety and security, a new 33rd Street entrance, and associated reconfiguration in the concourse. Phase 2 entails concourse improvements under the supervision of the MTA and reconstruction of all the north and south side retail spaces.								
Project 2	MTACC, Penn Station Master Plan, New York, NY	WSP USA Inc.	Public Involvement	10/2020 – 5/2021	8	Peter Matusewitch MTA C&D 212.878.4797		
Duties/Responsibilities: Responsible for stakeholder engagement and public outreach to study alternative models of the Penn Station Master Plan. Molly coordinates the outreach team for the draft master plan and the final master plan including diverse stakeholder outreach to commuters and the general public. WSP provided design services for a comprehensive plan to rebuild Penn Station, which coincides with the governor’s goal of creating new development opportunities at and adjacent to Penn Station. The ticketing teams at Amtrak, MTA, and New Jersey Transit worked together during this effort. The master planning study included an ADA compliant north-south connecting concourse along the east sidewalk of Seventh Avenue from the proposed Penn Expansion Station to 34th Street, as well as a connecting concourse from Penn Station to the MTA 34th Street-Herald Square station complex.								
Project 3	NYCDOT, Brooklyn-Queens Expressway Visioning Plan	WSP USA Inc.	Public Involvement	11/2021 - present	12	Julie Bero 212.839.6323		
Duties/Responsibilities: Development and implementation of a Public Involvement Plan and stakeholder involvement for a community visioning process to support future improvements to Brooklyn-Queens Expressway, including identifying and finalizing comprehensive stakeholder list, providing roadmap for public outreach and engagement activities including collaborative and interactive virtual and in-person public meetings and workshops, creating a topical working group and plans to engage diverse voices to the input process using unique tools and techniques. Preparing meeting materials and final report synthesizing community and stakeholder feedback.								
Project 4	Suffolk County, Route 110 Corridor Bus Rapid Transit Connectivity Services	WSP USA Inc.	Public Involvement	6/2019 to 1/2021	18	Chris D’Antonio Suffolk County 631.853.5201		
Duties/Responsibilities: Stakeholder coordination, facilitation, and community participation lead. Molly led a women’s business enterprise outreach team to coordinate planning with NYSDOT, New York Metropolitan Transportation Council, and advisory committee for the design of the Route 110 Bus Rapid Transit system. She created and implemented a public involvement plan including MetroQuest survey, public workshops, and meetings to determine transit priorities along the Route 110 corridor. WSP will provide performance evaluation/environmental assessment of the bus rapid transit on the Route 110 corridor for the Suffolk County Public Works Bus Rapid Transit project. Planning services of this corridor will improve connectivity between destinations, alleviate traffic congestion, offer healthy travel alternatives to automobile use, and ensure sustainable economic growth in the future.								

8.	Brief Résumé of Key Staff (Min. 10pt font, 1 page per résumé.)								
A.	Name: Graham Trelstad, AICP, PP		Title: Vice President						
B.	Assignment Title: Lead Staff Person - Environmental					NICET grade (if applicable): N/A			
C.	Will be Employed by: WSP USA Inc.								
D.	Current Employee of: WSP USA Inc.					Prime	<input checked="" type="checkbox"/>	Sub	<input type="checkbox"/>
E.	Years with this Firm: 4	Years with other Firms: 29							
F.	NYS P.E. #: N/A	Expiration Date: N/A	NICET #: N/A	Expiration Date: N/A					
G.	*If requesting NICET equivalency, submit NICET Equivalency Request for Key Staff form https://www.dot.ny.gov/main/business-center/consultants/forms-publications-and-instructions								
H.	Availability Date: May 1, 2023								
I.	Relevant Experience	Are you currently working on a NYSDOT Contract? No			Contract #: N/A		PIN: N/A		
	Project Name	Firm	Title	Dates	Months in Title	Contact Name and Phone #			
Project 1	Long Island Rail Road, Port Jefferson Branch Electrification, Huntington, NY	WSP USA Inc.	Planning and Environmental Lead	8/2019 – 2/2021	16	Steven Ellinghaus 718.558.3710			
Duties/Responsibilities: Led planning and environmental screening of a variety of scenarios within a 24-mile corridor that sought to provide benefit to riders along the Port Jefferson branch. WSP performed a feasibility study and conceptual planning and design for the Port Jefferson Branch Electrification project. The study identified priority infrastructure investments and other non-priority investments to improve service incrementally. Tasks included data collection, site surveillance, public outreach, conceptual planning and design of infrastructure improvements.									
Project 2	Long Island Rail Road, Yaphank Station Relocation	WSP USA Inc.	Planning and Environmental Lead	5/2018 – 11/2020	31	Matthew Bowman 917.642.2563			
Duties/Responsibilities: Oversaw site selection, conceptual planning, and Environmental Assessment for a new railroad station and station-area parking. WSP was part of a team retained by Long Island Rail Road to assess options for relocating the Yaphank Station further east to better coordinate with Suffolk County and Town of Brookhaven economic development opportunities. Key environmental considerations included traffic and natural and historic resources.									
Project 3	Nassau County DPW, Bay Park Effluent Diversion Project, Nassau County, NY	WSP USA Inc.	Environmental Lead	12/2018 – 10/2020	23	Jane Houdek 516.571.9458			
Duties/Responsibilities: Oversaw development of an Environmental Work Plan, National Environmental Policy Act environmental assessment, permit applications, and real estate acquisition. WSP prepared a design criteria package that formed the basis for procurement of a design-build contracting team. WSP also led the environmental assessment, which led to a Finding of No Significant Impact. As part of Nassau County's effort to improve the water quality in the Western Bays, the project will divert treated effluent to a deep ocean outfall. The project includes construction of a new effluent diversion pumping station, 3.5 miles of micro-tunneling, and 7.3 miles of slip-lining for an existing 72-inch pipeline. Graham coordinated acquisition of easements and permitting with multiple federal and state agencies.									
Project 4	NYMTC Route 59 Area Transportation and Land Use Study	WSP USA Inc.	Environmental Lead	1/2019 – 11/2020	8	Gerry Bogacz 212.383.7260			
Duties/Responsibilities: Oversaw project team delivery of land use and transportation recommendations and facilitated multi-faceted public outreach campaign. The Route 59 Study identified and evaluated existing transportation and development issues along a Rockland County corridor that is plagued by heavy congestion and pedestrian safety issues. The study area included a mix of land uses, with large suburban-style retail centers and commercial and residential sites. The final report included findings and recommended actions based on the consideration of the alternative development and transportation improvement scenarios, especially as shaped by the outreach workshops.									

8.	Brief Résumé of Key Staff (Min. 10pt font, 1 page per résumé.)							
A.	Name: Matthew Aissa, LS		Title: Survey Supervisor					
B.	Assignment Title: Lead Staff Person – Survey					NICET grade (if applicable): N/A		
C.	Will be Employed by: GdB Geospatial LS, P.C.							
D.	Current Employee of: GdB Geospatial LS, P.C.					Prime	Sub	X
E.	Years with this Firm: 30	Years with other Firms: 0						
F.	NYS P.E. #:	Expiration Date:	NICET #: N/A	Expiration Date: N/A				
G.	*If requesting NICET equivalency, submit NICET Equivalency Request for Key Staff form https://www.dot.ny.gov/main/business-center/consultants/forms-publications-and-instructions							
H.	Availability Date: May 1, 2023							
I.	Relevant Experience	Are you currently working on a NYSDOT Contract? Yes		Contract #: D038023		PIN: S001.26		
	Project Name	Firm	Title	Dates	Months in Title	Contact Name and Phone #		
Project 1	NYSDOT R10 (D037732), NY 27A Drainage System Mapping in GIS	GdB Geospatial LS, P.C.	Head of Survey	2020	4	Bart Marino LKB 516.938.0600		
Duties/Responsibilities: Head of Survey for Design mapping project on New York Route 27 and portions of NY 27 in Shinnecock Hills, NY. GdB field crews and GIS specialists mapped roughly 30 miles of NY 27A and 8 miles of side streets and ramps. Before the start of field efforts, GdB acquired the existing drainage inventory database from NYSDOT. Using custom software, GdB populated field ready tablet computers with the existing drainage asset inventory to be used for mobile data collection.								
Project 2	NYSDOT R11 (D031039), Hutchinson River Pkwy Bruckner Exp & I-95 Mobility Improvement	GdB Geospatial LS, P.C.	Project Manager	2016-2020	5 Months in 2016 Additional work 2017-Ongoing	Shah A. Habibullah Dewberry 212.896.0293		
Duties/Responsibilities: Project Manager for long term Design and ROW mapping project in The Bronx. GdB field crews provided field survey, underground utility investigation, tree survey and ongoing work orders as needed at the high traffic intersection between the Hutchinson and Bruckner expressways. GdB used Mobile LiDAR and traditional ground survey to capture data and keep field crews safe.								
Project 3	NYSDOT R11 (D031340), Bruckner/Hutch/Pelham Parkways Laser Scanning	GdB Geospatial LS, P.C.	Project Manager	2016-2017	4	Morris Davis 718.482.4838		
Duties/Responsibilities: Project Manager for large scale Design mapping on various high traffic roadways in Bronx, NY. Mobile LiDAR was used to gather planimetric data with subsequent field edits performed by survey crew and drainage investigation according to State and GdB safety standards to create a comprehensive basemap.								
Project 4	NYSDOT R10 (D037669), Term Agreements for Surveying Services	GdB Geospatial LS, P.C.	Project Manager	1999-Present	Average 1-2 months per assignment	Louis Visconti 631.952.6686		
Duties/Responsibilities: Head of Survey for various assignments including design mapping, ROW, and Topographic survey performed to NYSDOT mapping and CAD standards. All work done on an emergency accelerated timetable. GdB has held TASS agreements with NYSDOT since 1999.								

8.	Brief Résumé of Key Staff (Min. 10pt font, 1 page per résumé.)								
A.	Name: Gabor Debreczeni		Title: Manager – Economic Analysis and Strategy; AVP						
B.	Assignment Title: Lead Staff Person – Economic Analyst			NICET grade (if applicable): N/A					
C.	Will be Employed by: WSP USA Inc.								
D.	Current Employee of: WSP USA Inc.					Prime	<input checked="" type="checkbox"/>	Sub	<input type="checkbox"/>
E.	Years with this Firm: 7	Years with other Firms: 6							
F.	NYS P.E. #: N/A	Expiration Date: N/A	NICET #: N/A	Expiration Date: N/A					
G.	*If requesting NICET equivalency, submit NICET Equivalency Request for Key Staff form https://www.dot.ny.gov/main/business-center/consultants/forms-publications-and-instructions								
H.	Availability Date: May 1, 2023								
I.	Relevant Experience	Are you currently working on a NYSDOT Contract? No			Contract #: N/A	PIN:			
	Project Name	Firm	Title	Dates	Months in Title	Contact Name and Phone #			
Project 1	Missouri DOT, Great Streets Performance Assessment for Natural Bridge Road – Route 115	WSP USA Inc.	BCA Task Lead	3/2021-6/2021	4	Brian Umfleet 314.275.1540			
Duties/Responsibilities: Task lead for stakeholder communication oriented economic and social benefit component of before-and-after evaluation of the benefits of a Complete Streets project in Greater St. Louis. The equity-focused evaluation quantified and considered the various economic benefits of progressive public space and streetscape design, including with regard to the environment, walking and cycling, safety, community cohesion, placemaking, health, access to parkland, community events, land values, quality of life, equity, induced investment, and mobility.									
Project 2	City of Houston, Telephone Road Complete Street Grant Application	WSP USA Inc.	BCA Task Lead	2/2022-4/2022	3	Katherine Summerlin 832.395.3222			
Duties/Responsibilities: Task lead for benefit-cost analysis necessary for federal grant application for city to receive funding to improve an arterial roadway by reconfiguring the roadway for safety, additional bike lanes, and widened sidewalks. The benefit-cost analysis included an assessment of expected increases in walking and cycling, and the increased economic value accrued due to these trips, to existing pedestrians and cyclists, and due to the interaction of the improved multimodal environment with transit ridership. The city received \$21 million dollars for the project as a result of the successful grant application.									
Project 3	National Park Service, Transit System and Alternative Transportation Program Analysis and Support	WSP USA Inc.	Economics Lead	1/2022-present	11	Joni Gallegos 202.674.0788			
Duties/Responsibilities: Equity-based site selection task lead for project exploring opportunities for expanding transit and bike/ped access to National Parks, primarily for disadvantaged communities. The task is evaluating which parks provide the greatest equity opportunity used publicly available data on the socioeconomics of surrounding neighborhoods, GIS-based analysis, a ranking framework that allowed for the dynamic adjustment of which metrics are given what weight in line with policy preferences, as well as qualitative stakeholder knowledge.									
Project 4	USDOT Build America Bureau, Demand and Revenue Advisory Services	WSP USA Inc.	Project Manager	8/2016-present	76	Thomas Augustin 202.366.9084			
Duties/Responsibilities: Project manager and lead economic/risk analyst advising BAB TIFIA on the market demand for various nationwide transportation projects. Analyzed demand reasonableness and risks to forecasts, including with regard to local policy environments and long-term shocks to the environment and the economy. Evaluated model development and underlying assumptions of demand forecasts. Proposed and reviewed sensitivity analyses on key inputs such as VOT and traffic and population growth rates. Conducted probabilistic Monte Carlo simulation to analyze impact of and interplay between risk factors.									

8.	Brief Résumé of Key Staff (Min. 10pt font, 1 page per résumé.)								
A.	Name: Heather Martin, AICP		Title: Senior Lead Equity Consultant						
B.	Assignment Title: Lead Staff Person – Community/Social Analysis			NICET grade (if applicable): N/A					
C.	Will be Employed by: WSP USA Inc.								
D.	Current Employee of: WSP USA Inc.					Prime	<input checked="" type="checkbox"/>	Sub	<input type="checkbox"/>
E.	Years with this Firm: 7	Years with other Firms: 9							
F.	NYS P.E. #: N/A	Expiration Date: N/A	NICET #: N/A	Expiration Date: N/A					
G.	*If requesting NICET equivalency, submit NICET Equivalency Request for Key Staff form https://www.dot.ny.gov/main/business-center/consultants/forms-publications-and-instructions								
H.	Availability Date: May 1, 2023								
I.	Relevant Experience	Are you currently working on a NYSDOT Contract? No		Contract #: N/A		PIN: N/A			
	Project Name		Firm	Title	Dates	Months in Title	Contact Name and Phone #		
Project 1	PennDOT District 6, I-95 Reconstruction, Bridge Street Ramps (BSR)		WSP USA Inc.	Lead Planner	2019 - 2022	36	Elaine Elbich 610.205.6846		
Duties/Responsibilities: Lead planner for the BSR section of the I-95 Reconstruction project, leading a small team of planners and a 3D modeler, providing bicycle and pedestrian facilities planning expertise, public involvement services, project coordination, planning and analysis of the neighborhoods and local streets impacted by I-95 reconstruction, and creation of an interactive 3D model of the proposed design.									
Project 2	BARCO, West Baltimore Gateway Initiative		WSP USA Inc.	Team Lead	2016 - 2019	38	Leon Pinkett 410.948.5809		
Duties/Responsibilities: As Team Lead, worked with Councilmembers and community leaders to create an initiative and new entity to revitalize three neighborhoods in Baltimore, catalyzed by two TOD projects. Created case studies of multiple types of entity organizational models that direct and fund redevelopment work and developed recommendations for the local context. Developed socioeconomic comparison analyses across neighborhoods, opportunity maps, and an “investment without displacement” framework to leverage assets and implement community plans, attracting new residents while retaining existing ones. Analyzed existing policies and peer city best practices to create a set of recommended strategies to foster innovative community inclusion and improve housing.									
Project 3	City of Philadelphia, Vision Zero High-Injury Network Crash Corridor Study		City of Philadelphia	Project Manager	2018	6	Kelley Yemen 215.686.2142		
Duties/Responsibilities: As Central District Planner at Baltimore City, led the INSPIRE Plan for Dorothy I. Height Elementary School (formerly John Eager Howard) in Reservoir Hill and the Leveraging Investments in Neighborhood Corridors (LINCS) Pennsylvania Avenue/North Avenue Plan to create safe and appealing environments, boost economic activity, and improve residents’ quality of life. Conducted a walkability audit with stakeholders from Westside Elementary School in Penn North to John Eager Howard to identify community and student needs. Led numerous public meetings and advised City officials, agency staff, and community stakeholders on planning, policy, and development matters. Created GIS maps, conducted Census research, wrote reports, and prepared presentations. Advised the City’s Department of Housing and Community Development on vacant buildings best suited for demolition or rehabilitation to support neighborhood priorities and identified key vacant parcels that could be bundled for future redevelopment to maximize community benefit. Developed and grew relationships with community leaders, organizations, and businesses in sixteen neighborhoods.									
Project 4	WMATA, Zero-Emission Bus Transition Plan - Equity Task		WSP USA Inc.	Task Lead	2022	9	Maya Alunkal 216.394.4672		
Duties/Responsibilities: As task lead, developing equity analysis of project including mapping and benefits analysis for riders and communities, equitable route deployment prioritization, garage conversion prioritization, equity tracking measures, and conducting a risk assessment.									

9. Use this space to describe your team’s familiarity with the proposed project type and location. If proposing a Joint Venture, clearly describe the manner which the project will be managed by the joint venture and the technical work coordinated and accomplished by the joint venture. You may also describe the firm’s experience relevant to the proposed staff. With a font size no smaller than 10-point, Section 9 must be limited to FOUR pages in length, unless otherwise specified in the project advertisement.

INTRODUCTION

The term “Complete Streets”, per Federal Highway Administration (FHWA), is defined as a street that is safe, and feels safe, for all users. Creating equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network is the objective of this study. The WSP USA Inc. (WSP) Team has been assembled to support NYSDOT’s objective of a complete street with respect to the issues that are specific to the Route 9 Corridor from Sleepy Hollow to Hastings.

The success of this project requires a Team with a **PROVEN** project manager; industry leading **EXPERTS** in Complete Streets implementation; direct **RELEVANT** experience with NYSDOT environmental process; **FAMILIARITY** with the Route 9 corridor; preeminent traffic modeling and forecasting capabilities; a public involvement program specialized in community outreach; experience on a wide variety of projects with a diverse range of service; key subconsultants with NYSDOT experience; **COMMITMENT** to meet and exceed M/WBE goals; and a successful record of completing projects on time and within budget. The following is an overview of why the WSP Team provides the best value to NYSDOT on this contract.

Proven Project Manager/Extensive Design and Implementation Experience – Scott Geiger, PE is our proposed Project Manager and has the required blend of transportation planning, design, outreach experience and implementation needed for this project. Scott has 34 years of industry experience and extensive NYSDOT experience with unparalleled familiarity and institutional knowledge in Region 8. A former NYSDOT employee with 30 years of experience in the lower Hudson Valley, Scott has successfully served in several design and management roles, including Corridor Manager and Regional Construction Engineer. During his tenure, Scott has successfully led multiple large-scale projects and planning studies in Region 8. Notable projects include the *Route 376 Raymond Avenue Reconstruction, Route 55 Corridor Revitalization, and Route 17 Corridor Study and Exit 131 Reconstruction*. Scott served as the Project Manager for the Raymond Avenue reconstruction where the existing 4-lane configuration was reduced to 2 lanes and included roundabouts and pedestrian infrastructure. The project succeeded at improving the pedestrian experience and safety, increasing aesthetic appeal, and supporting a vibrant business district. Scott also served as Project Manager of the Route 55 Corridor Revitalization which improved and reduced the environmental footprint of the corridor by implementing modern roundabouts and new ADA compliant sidewalks. Scott is well positioned to serve as Project Manager.

Experts in Complete Streets – WSP provides industry-leading expertise in implementing complete streets. We authored the City of Albany’s Complete Streets Policy & Design Manual as well as numerous similar manuals Nationwide. Our understanding of policy, practical experience and implementation will provide the accurate documentation for final design of this project. Our Complete Streets expert, Jay Aber, is a transportation engineer and planner who has a proven history of enhancing communities through design by improving safety, increasing accessibility and mobility for all modes of transportation, and improving equity, public health, and quality of life through transportation investments. Jay has planned and implemented numerous Complete Streets planning and construction projects based on user needs and street context by incorporating stakeholder feedback, using a data-driven and experience-based approach, and utilizing best practices for projects. Jay has been involved with multimodal corridor studies covering more than 60 miles of roadways, master planning efforts for multiple cities, MPO’s, and state DOTs, and conceptual and final design for many complete street’s projects. Jay’s vision and vast complete streets knowledge will guide the WSP team.

Relevant Experience with Environmental Process/Total In-House Resources –WSP brings the same resources and personnel that delivered similar types of transportation and infrastructure projects using strategic approaches to environmental review and permitting. These projects

include NYSDOT Route 17 PEL Study in Regions 8 & 9, NYSDOT Van Wyck Expressway EIS, LIRR Main Line Expansion, and Nassau County Bay Park Conveyance. WSP has extensive experience with the NYSDOT and FHWA environmental process requirements and has committed the right resources to deliver this project within the 18-month time frame. We will work with NYSDOT to identify a streamlined approach to satisfying SEQRA/NEPA within the context of an historic resources assessment that recognizes the density of resources along Route 9.

Familiarity with the Route 9 Corridor – Our Team understands the key project issues through our local projects, knowledge of existing studies in the area such as the Route 9 Active Transportation Project; Scenic Hudson/Westchester County Riverwalk Implementation Study; Sleepy Hollow & Tarrytown Multimodal Commuter Transportation Strategy; and the Lower Hudson Transit Link Program. WSP’s Westchester County office is less than five miles from the Route 9 corridor. Our staff live and travel on these roads daily and have an intimate knowledge of the transportation issues.

Preeminent Traffic Modeling and Forecasting Firm – WSP provides a complete range of transportation modeling and traffic analysis services to all the major transportation agencies in and around the Hudson Valley. WSP developed the Best Practices Model (BPM) for NYMTC and has supplemented it with more detailed information for specific regional initiatives like the NYSDOT Route 17 PEL Study. In addition, WSP has a dedicated traffic group with expertise in micro-simulation programs like VISSIM, SimTraffic, Sidra and AIMSUN to model the operational benefits of potential roadway improvements.

Customized Community Involvement Program/Focus on Consensus Building – Under the rubric of transparency, diversity, and equity, WSP’s in house communications and public involvement staff work with all audiences, public and private, to solicit input before project milestones so that public input drives and informs the technical work. This milestone driven approach builds better projects and ultimately, communities. We utilize a variety of techniques to engage a broad demographic and consider outreach one of the most important aspects of a successful project. WSP will seek to build upon the recent outreach conducted by the Village of Irvington and Village of Tarrytown for the conceptual design effort.

WSP Presents a Team that has Worked Together Delivering Projects in Region 8 – WSP has successfully completed many transportation projects of significance in the Hudson Valley Region such as the Route 17 PEL Study, Phase A: Bus Rapid Transit for the Lower Hudson Valley Transit Link, the Hamlet of Chappaqua Improvement Project, Beekman Avenue Pedestrian Improvements, Ashford Avenue Bridge Rehabilitation, Middletown Traffic Operations & Streetscape improvements, and the Sleepy Hollow Redevelopment of East Parcel. Through these projects, WSP has developed strong relationships with not only the municipalities but a group of dedicated subconsultants which include M/W/DBE firms that understand the importance of delivering this project in the time frame required by the NYSDOT. Our highly qualified team includes the following:

WSP USA Inc. (WSP), as the prime consultant is a multi-disciplinary engineering firm that offers a combination of unmatched experience in its history with NYSDOT, familiarity with local governments and communities, knowledge of local traffic conditions, and a strong recorded history of successful project delivery. We provide scoping, transportation planning, environmental services, preliminary highway and bridge design, traffic modeling, project management and other services as needed. WSP’s complete streets expert, Jay Aber, has led numerous award-winning complete streets projects nationwide. Armour Road in Missouri reduced travel lanes from five to three and added on-street parking, protected bike lanes, pedestrian crossings, bus islands and landscaping and streetscaping. Traffic volumes on Armour Road ranged from AADT of 13,000 to 25,000 and post implementation studies found no

increase in travel time but a reduction in injury crashes and increased bicycle volume. The 2022 ITE Excellence in Transportation Awards for Traffic Engineering went to Jay’s Vine Street Corridor Improvements Project. Vine Street dramatically improved traffic flow and implemented access management as well as building ADA compliant sidewalks and safe pedestrian crossings in a suburban context.

Hudson Valley Engineering Associates, P.C. (HVEA) - A certified DBE firm, HVEA specializes in the comprehensive planning, design, and construction inspection of transportation projects throughout the New York State. Since 2002, they have served as both prime and sub on numerous transportation improvement projects and have managed more than 90 Locally Administered Federal-Aid projects. HVEA’s recent complete streets projects include: Schwenk Drive Corridor Transportation Improvements in Kingston, NY which features a **roadway diet, dedicated bicycle accommodations**, ADA/PROWAG compliant sidewalks, mid-block crossings, bump-outs, and aesthetic improvements; North Middletown Road Pedestrian Link in Orangetown, NY was a **complete street transformation** including a **roadway diet**, median curb islands, ADA/PROWAG compliant sidewalks and curb ramps, mid-block crossings, bicycle accommodations and signal improvements; Safe Routes to School in Dobbs Ferry, NY included design alternatives to create "**complete streets**" throughout the Village. This included innovative urban design features such as a "**roadway diet**", roundabouts for traffic management/calming, a **two-way cycle track** and "floating parking".

GdB Geospatial, LS, PC (GdB) is a registered DBE firm providing full-service geospatial, land surveying, GIS, and 3D data capture services. GdB is the largest geospatial consulting firm headquartered in New York State with a staff of 60 professionals. They have completed numerous tasks for NYSDOT from small easement preparation, laser scanning of bridge clearances, drainage investigation and multiple Term Agreement Surveying Services (TASS) contracts, consistently earning 8s and 9s in NYSDOT performance evaluations. They have done high accuracy control surveys, topographic base mapping, utility mapping, hydrographic surveys, right of way and property line surveying, acquisition mapping, and stakeout work. All mapping was done according to NYSDOT mapping and CAD standards. GdB and WSP have enjoyed a mutually beneficial working relationship for over 10 years.

KEY STAFF

The team includes exceptional expertise at every staff position required for this assignment and has a comprehensive understanding of NYSDOT protocol, development of transportation solutions that balances vehicular and active transportation demands, NEPA and SEQRA procedures, local transportation and development issues and concerns, and local community leaders and agencies involved with this project. Members of our team include:

Project Manager, Scott Geiger, PE – Scott has 34 years of transportation planning, design, and construction experience working on NYSDOT and other New York State agency projects. Scott is uniquely qualified to lead complex projects from inception through design and construction completion. With experience in project planning, development, procurement and construction management, Scott understands the importance of owner requirements, interagency coordination, stakeholder involvement, project team communication and coordination. He has led large and diverse teams on many high priority, complex projects through all phases of delivery and has the toolset necessary to achieve desired results. He has proven himself to be a respected source within the transportation industry and among agency partners. His key skills include preliminary and final design development and delivery, project management, constructability, public involvement, and dispute and conflict resolution.

LSP - Design, Bernard Kalus, PE, PTOE – Bernie has 34 years of transportation planning and design experience on projects for NYSDOT and other New York State agencies and municipalities. Bernie’s skill set of developing data driven solutions to build consensus for transportation issues is perfectly suited for the Route 9 project. Bernie has used this approach on projects like the Southeast Orange County Transportation and Land Use Study and the

Chappaqua Infrastructure and Streetscape project. Bernie was the Project Manager and led the public outreach program for this multi-modal project for the Orange County Transportation Council, where many of the transportation solutions in this area were developed through an interactive and consensus building approach. For the Chappaqua streetscape project, Bernie was the lead highway engineer where complete street design features were an important component of the roadway construction improvements. Bernie was also the Project Manager for WSP on the Lower Hudson Transit Link Phase A project, where a number of transit improvements were implemented through standalone early action projects.

LSP - Traffic Engineering, Katherine Craig, PE, PTOE – Katherine has over 18 years of experience using macro and microsimulation traffic models Synchro & SimTraffic and VISSIM, which will be important tools to evaluate the effectiveness of the various concepts that will be developed as part of the Route 9 corridor. Katherine is the Project Manager for the Middletown Traffic Operations Project which is currently in construction and upgrading 28 signalized intersections in the City of Middletown. Previously, Katherine served as the lead staff person for traffic engineering for the NYS Route 17 Corridor Study and performed the traffic modeling in support of the design build proposals for the Route 17, Exit 131 in Orange County for NYSDOT. Katherine also served as lead staff person for traffic engineering for the recently completed Route 17 PEL Study. These projects required similar analyses to those for the Route 9 project to evaluate each concept’s ability to meet the traffic related goals and objectives which are a key component of this project. She also led the traffic analysis for the development of final design for the NYSDOT Reconstruction of Exit 8E on I-287. Katherine also has extensive experience in modelling pedestrian and multimodal operations as part of the permitting for projects that require NYCDOT permits from the Office of Permit Management & Office of Construction Control & Mitigation.

LSP - Environmental, Graham Trelstad, AICP, PP – Graham has 33 years of experience in regional and environmental planning. He has provided consulting services to municipalities, counties, public agencies, and developers throughout New York State, including the Village of Tarrytown and Village of Irvington. Graham's practice includes preparation of environmental impact statements under New York's SEQRA and NEPA including for complex transportation and infrastructure projects. Graham lives in White Plains, New York, only 15 minutes from the project corridor.

LSP - Bridge Design, Ronald Paposki, PE – Ron has over 30 years of experience in all aspects of bridge design and construction including managing and delivering on all structural aspects. He has extensive experience in bridge repair and replacement as well as widening to meet new requirements. He has performed replacement/rehabilitation assessments as well as final construction documents. He has expertise in designing new pedestrian bridges with recent examples of: Replacement of the Morris Street over HLCT Tunnel Entrance for MTA B&T, Replacement of E14th Street Pedestrian Bridge over Belt Parkway for NYCDOT, design-build document for the replacement of the Pedestrian Bridge over the FDR Drive at 116th Street for MTA B&T, and replacement of numerous pedestrian bridges as part of the Beacon Rail Trail Empire Trail for MTA-MNR. He has completed bridge widenings as well as superstructure replacements such as the design for the replacement of Fletcher Street over Route 17 in Goshen. His practical skills to rehabilitate structures will be well suited for this assignment where some bridges may need to be widened to accommodate additional vehicular and/or pedestrian traffic.

LSP - Economic Analysis, Gabor Debreczeni - Gabor is an economic geographer and has been the project manager or lead economic analyst for qualitative and economic evaluations for public and private clients, focusing on the impact of investments and policies on equity priority communities, land use and gentrification, equity-focused infrastructure prioritization, and quantitative decision-making frameworks. His projects have included comprehensive and inclusive benefit-cost analyses for complete streets projects, including a \$21-million grant win. He has presented and published at conferences globally, including on how to use data creatively

and equitably to make the case for multimodal community investments, and on the equity impacts of e-scooters. He lives in a neighborhood directly adjacent to Route 9 in Sleepy Hollow, and bikes, scooters, walks, shops, people-watches, and drives on the corridor regularly.

LSP - Public Involvement, Molly Hollister –Molly supports WSP project teams and clients with her strong foundation in community-economic development and government relations with a focus on urban planning, resiliency and transportation infrastructure. She is highly regarded for her collaborative manner and conflict resolution abilities. She utilizes her broad network to provide workable public involvement strategies and solutions. Ms. Hollister has brought stakeholders together for large infrastructure projects such as Penn Station Access, Park Avenue Viaduct and Penn Station LIRR Concourse Improvement as well as stakeholder and public outreach for BQE Visioning, Nassau County Mobility Study, Suffolk County Route 110 BRT Corridor, MTA Zoning for Accessibility and Penn Station Master Plan. Supplementing Molly will be Laura Toole who created a robust, full service PI Program for the 1st generation of work leading to the selection of a replacement structure for the Tappan Zee Bridge.

LSP - Community/Social Analysis, Heather Martin, AICP - Heather's experience focuses on equity analyses, urban revitalization, traffic safety and crash analysis, complete streets, transit facilities planning and funding, multi-modal transportation and policy analysis, public engagement, and communication and consensus building with a diverse set of stakeholders. Heather has served a variety of public-sector clients at WSP and previously worked for government research, planning, and transportation agencies. Heather is a highly skilled writer, researcher, analyst, presenter, and meeting facilitator. She is known as a dedicated, highly organized leader with experience advancing diversity, equity, and inclusion efforts within WSP and for clients. Heather's passion for integrating equity into WSP's projects has elevated her to a leadership position in WSP's National Equity Center of Excellence, which provides staff and clients best practices guidance and innovation to integrate and tailor equity to programmatic and project needs.

LSP - Landscape Architect, David Patterson RLA – David is a supervising landscape architect with WSP, and has extensive landscape architectural experience in transportation, infrastructure, and streetscape enhancement projects. This experience includes planning, conceptual design, graphic production, full construction documents, construction administration, and project management. David has expertise in the planning and landscape architectural design components of stream/environmental restoration, structural elements' aesthetics, urban design/civic spaces, and parks and open spaces. David is thoroughly familiar with NYSDOT Design Procedures and Standards.

LSP - Survey, Matthew Aissa, LS (GdB - Matthew has over 30 years of experience in transportation, building, environmental, and GIS projects for both public works and private industry clients. Matt's expertise in all areas of surveying and mapping is an essential part of the design, implementation, and upgrade of several advanced systems being used by GdB's field and office crews. His technical expertise in field survey techniques includes the use of the robotic total stations, GPS, 3D Scanning, and other advanced equipment.

PROJECT UNDERSTANDING & APPROACH

The Route 9 Corridor from Sleepy Hollow to Hastings has potential for elevating the quality of life through transformative transportation investments. The Route 9 corridor passes through many beautiful and historic neighborhoods of Westchester County as well as following the Hudson River closely. Starting in the southern portion of the corridor in Hastings-on-Hudson there are many large homes separated from the road by old stone walls, which are a prominent feature throughout the corridor. There are numerous National Register of Historic Places properties along this corridor including several National Historic Landmarks: the Old Croton Aqueduct, Villa Lewaro, the home of the first African American millionaire, C.J. Walker, Sunnyside, the home of Washington Irving; the Lyndhurst Mansion, and Kykuit, the Rockefeller family estate.

The Route 9 cross-section varies throughout the corridor from one lane in each direction with curb-side parking to sections where two lanes may be provided in only one or both directions. Sidewalks are provided but are not always continuous on both sides of the corridor. (The Old Croton Aqueduct is a well-used parallel walking path through the corridor). Marked crosswalks are generally present at the project intersections, although some of the crosswalk markings are faded. Some intersections have full Americans with Disabilities Act (ADA) compliant pedestrian accommodations such as ramps, detectable warning surfaces, and pedestrian signals with countdown timers. There are no bicycle accommodations on Route 9 within the project corridor. Existing lane widths and the presence of occupied on-street parking result in bicyclists sharing general travel lanes with vehicles. The Westchester County Bee-Line bus routes 1,6,13, the Hudson Transit Link H07, the ShortLine OWL, and the Shuttle Bus from the Tarrytown Train Station, all service the Route 9 corridor.

Through future planned multimodal improvements, the corridor will better connect residents to their neighborhoods and beyond. The portion of the corridor identified for this study can provide multimodal connections on Route 9 through Sleepy Hollow, Tarrytown, Irvington, Ardsley on Hudson, Dobbs Ferry, and Hastings on Hudson. The corridor also serves an important north-south connection for bicycle and pedestrian traffic, connecting to the new shared use path on the Mario M Cuomo Bridge.

Even more important than the regional connectivity, is the opportunity to connect residents and businesses through a high-quality integrated multimodal network. This network will provide safer, more convenient, and more comfortable walking, cycling, and transit access to schools, jobs, municipal services, health care facilities, churches, and retail destinations.

To provide the supporting infrastructure for this enhanced connectivity often requires additional space for vehicle or pedestrians. Bridges would need to be assessed for their ability to be widened or replaced. WSP's structural creativity and innovation tempered by practicality will help arrive at the best structural alternative at the least cost and lowest community impact, but still meeting the additional connectivity space requirements.

Complete Streets design should result in both transportation and community connections. To achieve this, the Route 9 corridor should be enjoyable while maintaining respect for the historic value that this corridor has had on the development of the region. A street that is enjoyable can bring more life out into the public realm, increase the sense of pride in the municipalities, and build stronger connections between neighborhoods. Public gathering spaces, high quality landscaping and streetscaping and public art are all ways that can create a more enjoyable, inviting, and attractive environment along the Route 9 corridor.

Streamlined Complete Streets Planning Process – WSP has developed a methodology to complete streets planning that helps gain consensus on implementation and build momentum for projects. This process has four key steps:

- **Discover:** Listen to the Public
- **Devise:** Create a framework of solutions
- **Distill:** Narrow down solutions with public input
- **Deliver:** Provide recommendations & implementation plan

During the **DISCOVER** step the WSP team will review plans, traffic data, current ROW conditions and conduct robust Public Engagement.

The WSP team finds that the value in public engagement lies in understanding what the community wants and needs. Two key elements are needed to elicit a useful response from the public. First, the planners must ask the right questions in the right way, and second, the planners must ask those questions to the right people. Our team's most important priority is to discover the needs of the stakeholders for the project. To achieve this goal, we start by asking questions about the stakeholders' daily lives including their travel patterns, local opportunities, desire for change, and any existing issues that the team should consider. The answers received from these

questions are invaluable to the planning process, helping to set the project vision and goals. Techniques such as surveys, focus groups and public meetings: in person, virtual or hybrid meetings are good tools to solicit input of this kind.

In this area of Westchester County, many plans are already in place. Incorporating these past planning efforts not only provides a cost-effective cornerstone for the current plan, but it also shows respect to those residents, business owners, other stakeholders, and municipal and county staff, who spent countless hours working to build consensus around a vision of the future. Some of these existing plans include the Route 9 Active Transportation Conceptual Design Plan (2018), Scenic Hudson/Westchester County Riverwalk Implementation Study, Sleepy Hollow & Tarrytown Multimodal Commuter Transportation Strategy, and the Lower Hudson Transit Link Program.

The WSP team is very familiar with the processes for obtaining data from NYSDOT. Our traffic team will start by analyzing the NYSDOT continuous and short count historical data available from the Traffic Data Viewer and associated downloadable files. WSP will work with the NYSDOT Project Manager to request official signal timings for the 30 signalized intersections within the corridor as well as the historical crash data including PILS, HALS and SDLs for the last 3 years of the Route 9 corridor from NYSDOT's CLEAR system. Our traffic team conducted similar data gathering processes for the Route 17 PEL Study in Regions 8 & 9, the BQE over Laurel Hill Viaduct in Region 11 and the Route 378 PEL Study in Region 1. There are approximately 40 bus stops along the Route 9 corridor. WSP will research the schedules online and contact the bus companies for ridership information. We will supplement this existing data with data collected in the field and by aerial images and GIS data review. This information will include geometrics of the street, sidewalk, and landscaping areas, pavement markings, traffic data, traffic signal configurations, parking supply, and land uses.

The next step in our methodology is to **DEVISE** which includes preparing conceptual plans related to complete streets and multimodal improvements suggested. The Route 9 is very diverse along the length of corridor identified to be part of this plan. The roadway segments range from low-speed two-lane residential local streets to four-lane thoroughfares. Each of these segments have different characters and will need unique approaches. After developing the project vision and goals and getting a full picture of the existing issues and opportunities, we will create unique solutions to each of the various street segments. We will use our first-hand knowledge as active cyclists, transit users, and pedestrians, combined with our expert knowledge and what we learned from the discover phase to safely enhance all modes of transportation. Beyond transportation safety, mobility, and access, we will focus on whether the street environments we are creating are enjoyable. Tying in public art and public gathering spaces are key to building pride in the community, creating neighborhood cohesion, and lifting the quality of life of residents along the corridor.

The third step in our methodology is to **DISTILL** which includes updating the conceptual plans to incorporate technical and public feedback. Once we have produced a series of improvement concepts, we will present them to the steering committee and to the public at a workshop. To assist the stakeholders in the decision-making process, our team will develop an evaluation matrix. This evaluation matrix is one of the most important pieces of our complete street's methodology. By creating evaluation criteria tied to the project goals, our team can apply a data-driven, transparent, and impartial assessments to each improvement concept. The various criteria will be tied to specific quantitative design methodologies and qualitative measures. We will use measures that are human-scaled and easily understandable to the public. We will use the information gathered in this feedback to hone in on the most appropriate improvement recommendations for each segment of the project. We will also use the workshop to prioritize the project improvements. This will assist in the development of the phased implementation plan. We also seek to bring projects to life so that we can build momentum among the public. By using pop-up demonstration projects on the street along with improvement renderings and

visualizations, the public can get a better understanding of what the project will look like. This promotes understanding and builds excitement for the project.

Our team has experts at multi-cultural outreach, engaging as many people as possible—from long term residents to students; from civic and faith leaders to business leaders/development interests; from agency staff to elected/appointed officials; and both English and non-English speakers. All have the opportunity to participate and be heard during our civic/community engagement processes. Key engagement tasks will include but not be limited to, Steering Committee Meetings, Technical Advisory Committee (TAC), Interagency Meetings, Small Group/Neighborhood Meetings, Public Workshops, Email Marketing, Online Crowdsourcing & Surveys and Press Releases.

The final step in our methodology is to **DELIVER**. The last step in the complete street planning process is to deliver a plan that can be successfully implemented through a comprehensive project Scoping Report. The document we produce will outline the entire planning process, the concepts analyzed, and detailed recommendations. Beyond this, the plan will focus on giving NYSDOT the tools to move from plan to construction.


We are ready to support NYSDOT in applying for Federal USDOT competitive grants that this project is well positioned for. WSP's national grant development team understands all of the available funding from USDOT and other agencies. The national team provides the best practices and advice to the local grants team in NY, led by John Chow, who would work closely with you to strategize the best opportunity for funding. Our in-depth understanding of federal grant project evaluation and selection requirements has helped our clients secure more than \$31 billion in grant awards.

In coordination with the grant leader and a lead economic analyst, our WSP team can provide technical, financial, policy and strategic expertise needed to effectively address funding program criteria and to make an effective business case. Developing a benefit-cost ratio is a critical step in applications for project-specific transportation funding grants. We will calculate a benefit-to-cost ratio and focus on the return on investment to society. Our team will maximize NYSDOT's chances of securing such funding for construction and implementation through our successful experience assessing complete streets projects through benefit-cost analysis. In these analyses, we understand that a thorough economic assessment is necessary to capture the social and community benefits that complete streets provide, which are often understated in analyses focused on mobility benefits for drivers. We seek to quantify the safety, community cohesion, mobility for all, and educational benefits that can make complete streets projects so critical in improving lives in local communities. We will also provide practical and constructible concepts and a phased implementation strategy so that the project can be accomplished in more manageable pieces.

Why Complete Street is Essential to the Route 9 Corridor – transportation decisions have an impact on all aspects of urban life and the Route 9 corridor can benefit in the following ways:

- ✓ Resiliency/Sustainability – Reduced greenhouse gases and improved air quality and less reliance of single forms of transportation.
- ✓ Society – Improved safety, more equitable transportation network and improved public health.
- ✓ Economics – People are attracted to high quality places and complete streets.
- ✓ Technology – Providing a framework for smart cities and better accommodation of emerging transportation options.

WSP's team is the right choice for this project because our commitment is demonstrated by an experienced staff, a commitment to availability, a fully staffed local office, a proven record, strong communication, and familiarity with NYSDOT procedures and standards.

10.	Certification: By signature affixed hereto, the undersigned certifies that all information provided in this submission is current, truthful, accurate and that key staff members are available to perform on this contract as indicated in Section 8.		
Name: (Officer/Principal) David Weiss, PE	Signature: 	Title: Vice President / New York District Transportation Lead	Date: November 3, 2022
This form was prepared by: Name (please print) Scott Geiger		Preparer Phone Number: 914.449.9116	
E-Mail Address of preparer: Scott.Geiger@wsp.com			

Transportation Professional Certification Board, Inc.

certifies that

Katherine T. Craig

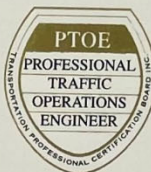
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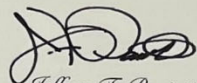
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Sr. Transportation Engineer
WSP | PB

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Certification Type	TPCB Status	Application Date Received	Audit	Audit Date	Certification Date	Expiration Date	Reasonable Testing Accommodati	PE License Issuing State	Don't Share My Information EU	PE License Number	PE License Expiration Date	Type of ID	Unique Number
Professional Traffic Operations Engineer®	Active		No		7/19/2017	7/19/2023			No	0			

Certification Type
Professional Traffic Operations Engineer®

TPCB Status
Active

Certification Number
2833

Application Status

Application Date Received

Audit
No

Certification Date
7/19/2017

Expiration Date
7/19/2023

Cancel

Louisiana State University
and
Agricultural and Mechanical College

On the nomination of the Faculty of the
College of Design
has conferred upon

David L. Patterson

the degree of

Bachelor of Landscape Architecture

with all the Honors, Rights and Privileges to that degree appertaining.

In Testimony Whereof, the seal of the University and the signatures as authorized
by the Board of Supervisors are hereunto affixed. Given at Baton Rouge, Louisiana

May eighteenth, nineteen hundred and eighty-two.

Samuel Z. Erwin, Jr.

Chairman of the Board of Supervisors

W. S. Woodin

President



James H. Martow

Chancellor

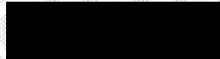
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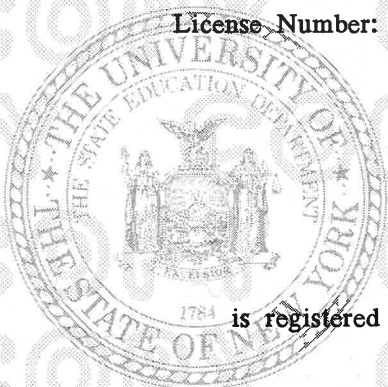
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is registered to practice in New York State through 02/29/2024 as a(n)
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