Gibson-Thomas ENGINEERING

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June 20, 2025

Tri-County Regional Planning Commission
Mr. Andrew W. Bomberger, AICP, *Executive Director*
320 Market Street, Suite 301E
Harrisburg, PA 17101

Subject: Request for Qualifications - Engineer/Planner for Federal Aid Projects

Dear Executive Director Bomberger:

Thank you for the opportunity to submit our response for ***Request for Qualifications for Engineer/Planner for Federal Aid Projects*** issued by the Tri-County Regional Planning Commission. Enclosed you will find two hard copies of our five (5) page Statement of Qualifications, Organizational Chart and Resumes and one electronic copy (Thumb Drive) that express our sincere interest in performing engineering/planning services and continuing our relationship with the Commission. We trust that you will find that our qualifications package illustrates the Gibson-Thomas Engineering team's ability to perform the required services, just as we have recently/successfully completed the Commissions ***Active Transportation Plan (ATP)*** for Dauphin, Cumberland, and Perry Counties.

Gibson-Thomas Engineering is a multi-discipline firm which has been providing quality and responsive municipal and state engineering services from our corporate office in Latrobe since 1916. The company expanded to Central Pennsylvania in 1998 and is prepared to serve the Tri-County Regional Planning Commission with complete civil, structural engineering, traffic, and planning services for all types of projects.

Mr. Richard T. Hilboky, PE with over 41 years of experience, will be the Agreement Manager/Project Manager and primary contact for the Tri-County Regional Planning Commission. There will be over 200 engineering/planning professionals and support staff located at our team's Central PA office locations at his disposal. This team of professionals allows Gibson-Thomas Engineering to offer the full range of services required by the Tri-County Regional Planning Commission, while also maintaining personal client contact.

Gibson-Thomas Engineering represents numerous Pennsylvania local governments which allow us to be uniquely familiar with municipal issues, permitting needs, and funding requirements. We look forward to continuing and expanding that relationship with the Tri-County Regional Planning Commission.

Should you have any questions, please do not hesitate to contact me at 717-612-9880.

Respectfully,
GIBSON-THOMAS ENGINEERING CO., INC.

Richard T. Hilboky, PE
Principal

1) TECHNICAL KNOWLEDGE AND EXPERIENCE OF IDENTIFIED TECHINICAL AREAS – Gibson-Thomas Engineering Co., Inc. (Gibson-Thomas) has assembled an exceptional team of professionals with the required expertise to meet and exceed the demands of the Engineer/Planner for Federal Aid Projects position as advertised by the Tri-County Regional Planning Commission (TCRPC). The **Gibson-Thomas** team consists of the following firms with their respective project roles:

- Roadway/Bridge Design including project cost estimating – **Gibson-Thomas**
- Planning/Design of Traffic Management Facilities –Traffic Planning and Design
- Travel Demand Modeling/Support Studies/Data Devel. – **Gibson-Thomas** /Traffic Planning and Design
- GIS analysis/ Community Visualization/Scenario Planning – **Gibson-Thomas** / Simone Collins
- Planning Studies Related to Emerging Trends/Issues to Transp. Needs– Simone Collins / Traffic Planning and Design
- Safety/Congestion Management/Freight Plann./Supp.–**Gibson-Thomas** / Traffic Planning and Design
- Planning and Design Services for Non-Motorized Travel – Simone Collins / Traffic Planning and Design
- Land Use/Growth Management Plann. /Environ. Studies – **Gibson-Thomas**/Simone Collins/A.D. Marble
- Stormwater Management, Modeling & Design – **Gibson-Thomas**

This teaming arrangement brings unprecedented talent and professional experience to serve the TCRPC. **Gibson-Thomas** has previously worked with the TCRPC on the recently completed **Active Transportation Plan (ATP)** and has a good working relationship with TCRPC staff. Our efforts to complete the ATP included assembling of the ATP Advisory Committee/Task Force, review of existing studies, plans, maps and site reconnaissance for off-road routes, public outreach and engagement, and development of the ATP Trail Network. This experience provides us a clear understanding of the TCRPC's role in developing and delivering projects related to safety, congestion management, future growth, multimodal initiatives, GIS systems, care for the environment and eliminating impact of stormwater for the Tri-County region.

Gibson-Thomas and our team members are PennDOT registered business partners and have project development and design experience for projects for numerous municipalities, boroughs, and counties across the Commonwealth. We have assisted our clients with identifying and prioritizing infrastructure improvements. Through detailed inspection and monitoring of infrastructure for local governments, we are on the front line of identifying important projects. We work with our municipal and county partners to scope the project through a detailed analysis of existing conditions, consideration of current and future land use, safety, environmental features and consideration of all transportation modes. We then identify potential funding sources and prepare grant applications to secure design and construction monies. Our major team members have provided testimony on behalf of clients to regional MPO's and Planning organizations to secure project placement on the Transportation Improvement Plan.

Our team consists of a wide range of professionals including former employees of state and county governments. Those experiences enlightens our team to the challenges associated with identifying, scoping, programming and funding projects and the requirements necessary to advance them within PennDOT and Federal Regulations.

We will use this collective team experience to assist the TCRPC with identifying funding from various sources such as Pennsylvania General and Discretionary funds, Pennsylvania Department of Transportation Liquid Fuels funds, Transportation Enhancement (Multi-Modal) funding, Transportation Alternatives Program funding, SPC Livability Through Smart Transpiration (SMART) funding, Community Development Block Grant Competitive & Entitlement funds (CDBG), Pennsylvania Infrastructure Investment Authority (PENNVEST), and Rural Utility Services. We are also very familiar with the management and usage guidelines for Act 13 funds.

This agreement has the potential for multiple, simultaneous assignments with similar deadlines and schedules. Our Team has the breadth, depth, and overlapping skills allowing us the flexibility to assign projects amongst the team. Using this approach will provide multiple team members to execute planning, study review and support services concurrently.

Gibson-Thomas will lead the roadway and bridge design services for the agreement. Examples of our bridge and approach roadway projects for District 8-0 in the Tri-County Region include:

- SR 0322 Dauphin County – East Governor Road
- SR 1021 Dauphin County – Church Street
- SR 0017 Perry County – Sunbury Path
- SR 0850 Perry County – Landisburg Road
- SR 0034 Perry County – Spring Road
- SR 1004 Dauphin County – Millers Church Road
- SR 0034 Cumberland County – Spring Road
- SR 0274 Perry County – South Market Street
- SR 0034 Perry County – Carlisle Street
- SR 274 Perry County – Shermans Valley Road

We have provided traffic engineering services to PennDOT District 8-0 through a Districtwide Highway Occupancy Review contract and an Open End Agreement under which we assisted with the implementation of adaptive traffic signals on the Carlisle Pike, the Camp Hill Bypass and Jonestown Road. We also completed services for the Camp Hill Borough developing design and construction documents for their Market Street Streetscape project.

Traffic Planning and Design, Inc. is a multi-disciplined consulting firm delivering innovative project solutions throughout Pennsylvania. Their expertise covers transportation planning and permitting, multimodal, complete streets, and traffic and ITS design. Projects related to the TCRPC requirements include the following:

- Garret Road Multimodal Study, Upper Darby Township
- Route 62 Corridor Smart Transportation Study, Oil City
- City of Butler Truck Route Study, City of Butler
- Bicycle and Pedestrian Mobility, Safety and Access, Various Municipalities and Counties throughout the State

Simone Collins Landscape Architecture (SC) has a vast portfolio of visionary and award winning projects across the broad range of the landscape, architecture and planning profession. **SC** has served as bridge architect for many signature bridges, including PennDOT and federally funded projects. **SC** regularly employs GIS analysis and a variety of visualization and scenario planning graphics. **SC's** multi-modal, non-motorized connectivity planning explores current trends and proven countermeasures for agencies including the TCRPC and **SC** regularly completes land use and growth management plans. **SC** specializes in developing partnership funding strategies and public involvement programs for community projects. Sample local projects include:

- Active Transportation Plan – Tri-County Regional planning Commission
- Wertzville Road Connectivity Strategy Corridor Improvements, Hampden Township
- Market Street Streetscape Master Plan – Borough of Camp Hill
- Bicycle and Pedestrian Master Plans, Borough of Camp Hill and Lower Allen Township
- Municipal Comprehensive Plan – Hampden Township

A.D. Marble is a DBE/MBE/WBE-certified consulting firm specializing in environmental and cultural resources studies, water resources engineering, communications, and unmanned aerial systems/drones. Since the firm's establishment in 1985, services are tailored to meet clients' needs with regard to environmental compliance with a focus on the transportation industry including public involvement, wetland delineation, threatened and endangered species coordination, Phase I Bog Turtle Survey, and hazardous waste evaluations. Representative projects include:

- Twenty bridge replacements/preservations, including two bridges eligible for the National Register of Historic Places, in Adams, Cumberland, Franklin, and York County. PennDOT District 8-0.
- Engineering/Environmental Open End, Pennsylvania. PennDOT District 8-0.
- S.R. 0743-028 Park Avenue over Spring Creek and S.R. 4007-014 Ono Road over Swatara Creek, Dauphin and Lebanon Counties, Pennsylvania. PennDOT District 8-0.

This team's experience provides the TCRPC with a dependable tool in providing solutions to the unique challenges of our region.

2) TEAMS KNOWLEDGE AND EXPERIENCE IN INTEGRATING PLANNING CONCEPTS WITH TRANSPORTATION NEEDS-

The structure and makeup of our team provides a comprehensive and holistic knowledge base and experience for the development of transportation based needs and conceptual design for the expected range of potential projects. **Gibson-Thomas'** team provides specialized services and expertise that uniquely qualifies us to assist the TCRPC in reaching and exceeding the region's needs and goals. Our team is experienced with coordinating and communicating with stakeholders, including adjacent property owners and all including all modes of transportation including pedestrians, bicyclists and transit.

All **Gibson-Thomas** team members have either local offices within the tri-county region and/or have a wealth of experience in transportation based improvement projects within the region. We live, work and travel throughout this region, and thus have a personal stake in the outcome of the goals of the TCRPC.

Gibson-Thomas is a multi-disciplined consulting firm with a 109-year history of providing transportation and civil engineering design. One of our primary business units is the planning, development and design for all aspects of transportation based projects including roadway, highway, and bridge design and construction, traffic, signalization, transportation planning and permitting, stormwater, floodplain and hydraulic design of roadway structures. Our expansive portfolio of clients includes municipalities, counties, PennDOT-including District 8-0 and the PA Turnpike Commission within Cumberland County.

Simone Collins with 35 years of experience includes a broad spectrum of transportation based projects covering multiple modal

types; including pedestrian, bicycle, public transportation, within a variety of population centers including urban, suburban and rural. They have successfully completed a variety of projects dealing with the projected long term regional growth and assessing the potential impacts and opportunity for management and healthful growth of the community, zoning and transportation infrastructure. They have served as the prime consultant on multiple PennDOT projects including bridge rehabilitation and design, transportation improvements and trail projects and regularly collaborates with transportation engineers. **Simone Collins** was teamed with **Gibson-Thomas** on the recently completed ATP for the TCRPC.

Traffic Planning and Design has built their reputation on the planning, modeling, design and construction of transportation related facilities for both large and small projects. Their clients include PennDOT, Lehigh Valley Planning Commission, Counties, SEPTA and municipalities dealing with projects that span the spectrum of traffic analyses, studies, impact assessment, planning, land use and growth. **Traffic Planning and Design** embraces this approach to transportation and mobility, with their focus on creating more choices for people to travel safely.

A.D. Marble has completed multiple projects with the PA Turnpike Commission, PennDOT, and throughout the Mid-Atlantic. Project tasks include engineering, NEPA documentation, EAs and EISs, cultural resources, archeological investigations, wetland investigations/mitigations, T&E species studies and hazardous waste investigations. These tasks have been completed for a wide variety of public and private projects including intersection widenings, roadway relocations, roadway widening and reconstruction, bridge replacement/rehabilitation projects, and drainage improvements.

3) HOW THE TEAM WILL ENSURE A QUALITY PRODUCT- The **Gibson-Thomas Engineering** team has a history of providing quality, cost-effective, and timely engineering services to our clients. These clients include numerous county and local municipalities, as well as the Pennsylvania Department of Transportation and Pennsylvania Turnpike Commission. **We are very familiar with state and local government priorities and operations including budgeting, land use, transportation and infrastructure, and maintenance planning.** Open and frequent collaboration and communication with the TCRPC is key to a high- quality product. Public participation is also a key component of a successful project. Through our team's extensive experience, we have a complete understanding of state and local government requirements, procedures and expectations. Our team prides itself on producing quality plans, studies, and reports in a timely manner. **Gibson-Thomas's** Master Quality Management Plan (MQMP) is the basis of our commitment to quality control. The details of our MQMP are found on file in ECMS. We have assigned **Timothy Bolden, PE** as our Quality Assurance/Quality Control Manager. **Gibson-Thomas'** Project Manager **Richard Hilboky, PE** will develop a Project Specific Quality Assurance Plan (PSQAP) in concert with **Tim** who will verify the plan meets TCRPC and **Gibson-Thomas'** standards and the needs of the project. **Tim** brings over 39 years of diversified experience from roadway reconstruction/rehabilitation to bridge replacement projects. Specific elements of this plan include:

- *Establish Quality Management Team (QMT)* that meets on a weekly basis to discuss any project outstanding issues, scheduling and staffing concerns. *Process Outcome: Maintain positive schedule float.*
- *Developing a Project Specific Quality Assurance Program (PSQAP)* Project Team engineers, planners and designers reference this documents to assure the proper criteria is incorporated into the development of the project. *Process Outcome: All team members are on the same page.*
- *Monitor Subconsultants:* Subconsultant submissions including invoices, are checked for compliance prior to submission. *Process Outcome: Nothing is submitted until verified.*
- *Establish internal review and evaluation:* Critical and detailed reviews are performed by individuals assigned by the QMT to ensure that the project is adhering to the specified criteria, standards and with specifications. *Process Outcome: Independent offline reviews assure high quality deliverables.*

4) ENSURE THAT COST AND TECHNICALLY EFFECTIVE PROJECTS ARE DESIGNED – The **Gibson-Thomas** team consists of highly skilled professionals and will use our most senior-level staff, ensuring quality and professional representation. The **Gibson-Thomas** team will serve as an extension of the TCRPC and share the same goals and direction for preserving and enhancing the Tri-County infrastructure. We are keenly aware that engineering agreements must be completed on or ahead of schedule, within budget and to the highest quality standards. **Gibson-Thomas** has a proven history of providing quality, effective engineering services to our clients. To achieve timely project delivery, we utilize the following project delivery strategy:

- We will meet with the TCRPC to develop aggressive design schedules which provide adequate time for problem resolution with a goal to accelerate assignments so they are completed ahead of milestone dates.
- We will closely monitor subconsultants to ensure that their work is completed ahead of schedule and to the highest quality standards expected by **Gibson-Thomas**.
- We will utilize bi-weekly team meetings and monthly in-house status meetings to assure that all scheduled milestone dates are met, and the project is on schedule, under budget and issues are resolved immediately.

- We will submit progress reports and updated schedules as necessary to keep the TCRPC's Project Manager aware of the progress of each task, previous, current, and future month activities, and items needed to advance the project.
- We will use team resources effectively by assigning work based on expertise, and capacity to complete the work.
- We will accelerate design by promptly identifying environmental mapping, performing an accurate/concise alternative analysis, conducting a well-timed public involvement program, and performing early coordination with affected agencies.

Richard T. Hilboky, PE, who served as Agreement Manager on the 2020 Open End contract with TCRPC, will serve as Agreement Manager/Project Manager for this selection. With 40 years of engineering experience, his primary duties will include contractual issues such as scheduling, meetings and direct client contact. Rich has performed this managerial role on numerous study phase, rehabilitation, and maintenance and reconstruction projects with our local clientele, PennDOT and the Pennsylvania Turnpike Commission. Rich's philosophy for project management begins with understanding that proper assignment of staff and resources is an integral part of maintaining project budgets and schedules. Rich will ensure that all aspects of the project have undergone technical, value-engineering, constructability and presentation reviews.

Mark Szewcow, PE, with 34 years of experience, will serve as Lead Traffic Engineer. Mark has extensive traffic engineering, design and study related experience to enable efficient comprehensive data collection, analysis and recommendations for a variety of public and private projects. Mark served as the I-80 ITS Traveler Advisory System Project Manager. Mark has designed or supervised the design of over 100 traffic signals and electronic warning devices. Mark's project experience includes the SR 0038 Crash Avoidance System that won the Pennsylvania Partnership for Higher Quality (PPHQ) Award for Safety and the 2004 National FHWA Award for ITS. Mark performed as Project Manager for the Homewood Transportation and Pedestrian Project, City of Pittsburgh, Allegheny County, PA. This was a streetscape project administered by The Urban Redevelopment Authority (URA) of Pittsburgh. The project received TAP funding and followed the PennDOT Design Development guidelines. The project included highway lighting, sidewalk, a school speed limit flasher, and street furniture.

Peter Simone, RLA, FASLA President of **Simone Collins**, has over 50 years of experience which includes a wide array of planning assignments that range from municipal planner, special zoning and land development studies and zoning and SALDO formulation, multimodal transportation/connectivity projects. Peter has been a featured speaker at many regional and national conferences. Specific experience on planning projects include Hampden Township Cumberland County Comprehensive Plan, Hampden Township Corridor Rezoning, Camp Hill Borough Market Street Master Plan, ATP for TCRPC, and multiple Transportation Alternative Program (TASA) projects. Peter also has multimodal experience throughout the area.

Robert Prophet, PE, will lead the efforts of **Traffic Planning and Design**. Rob has over 30 years' experience managing and designing transportation improvement projects in PennDOT Districts 3-0, 4-0, 5-0, 6-0, 8-0, 9-0 and 12-0. Rob's experience includes corridor and intersection improvements, traffic signal and streetscape improvements, and bridge rehabilitations/replacements. Rob's recent experience in District 8-0 has been focused on corridor and intersection improvement projects, including the Market Street Streetscape Phase II and SRTS Design in Cumberland County, SR 4025, Section 007 in Lancaster County, SR 0011, Section 075 project in Franklin County, and SR 0041, Sections 002 & 003, projects in Lancaster County.

Cathy Kisenwether of **A.D. Marble** has 32 years of experience and has been responsible for all facets of the environmental documentation process, including wetland delineation, bog turtle surveys, natural resources data collection, field investigation, agency coordination, public involvement, technical writing of all NEPA documentation, obtaining environmental clearance and permitting for a wide variety of projects for both private and government clients. She is experienced in consultation with the USACE and PADEP for wetland jurisdictional determinations and wetland mitigation. **Cathy's** recent project experience includes twenty bridge replacements/preservations, including two bridges eligible for the National Register of Historic Places, in Adams, Cumberland, Franklin, and York County. PennDOT District 8-0 as Sr. Environmental Scientist, and SR 4011, Section 020 (North Anneville Township) and SR 0343, Section 004 (Bethel Township), Lebanon County, PennDOT District 8-0 a Project Manager.

These key individuals of the **Gibson-Thomas** team will operate collectively and cooperatively with the TCRPC to accurately identify, scope, and study potential projects.

5) THE TEAM'S KNOWLEDGE OF MPO OPERATIONS, FEDERAL REGULATIONS GOVERNING MPOS, AND THE MPO'S AND PENNDOT'S ROLES IN TRANSPORTATION PROJECT PLANNING DEVELOPMENT AND PLANNING - Gibson-Thomas represents over 50 local municipalities and has worked in nine of the eleven PennDOT Districts. We have completed projects with varying complexities and with various funding sources from federally funded PennDOT projects, locally sponsored transportation projects, and many grant funded projects, the vast majority of funding came from one of the 24 MPOs/RPOs across the state giving our team a comprehensive understanding of MPO operations, federal regulations for MPOs, and the collaborative roles of MPOs and PennDOT in transportation project planning and development.

MPOs are federally mandated entities responsible for developing transportation plans and TIPs through a performance-driven, outcome-based approach. The planning process is cooperative, and comprehensive, addressing factors such as economic vitality, safety, accessibility, environmental protection, system integration, and efficient management. MPOs and PennDOT collaborate closely to ensure effective transportation planning and project development. This partnership is crucial for implementing PennDOT Connects, a policy that emphasizes early/continuous community engagement in the planning process. Through this collaboration, PennDOT compiles the 24 MPO/RPO Transportation Improvement Plans (TIPs) into the statewide twelve-year Transportation Program (TYP) and four-year Statewide Transportation Improvement Plans (STIP). The STIP is broken into several funding categories, but the most applicable for municipalities are BOF, BRIP, SAFETEA, HSIP, CMAQ, TAP, and STP. The percentage between federal, state, and local funding varies depending on category.

Gibson-Thomas aids our municipal clients by determining infrastructure improvement projects that meet the requirements of federal funding guidelines in terms of criteria, need, and applicability. We utilize our engineers, planners, GIS professionals, and NBIS teams to provide the technical backup required to justify project needs and guide our clients to the funding source, (TIP or grant), that would be the best fit in terms of schedule and funding commitment for the client. For example, we have provided support in the past year to obtain funding for multiple projects for our clients via the TIP, CMAQ, MTF, ARLE, Green Light Go, TASA, and CFA programs. **Gibson-Thomas** is currently prioritizing TIP eligible projects for many of our clients as the current window for new projects is open.

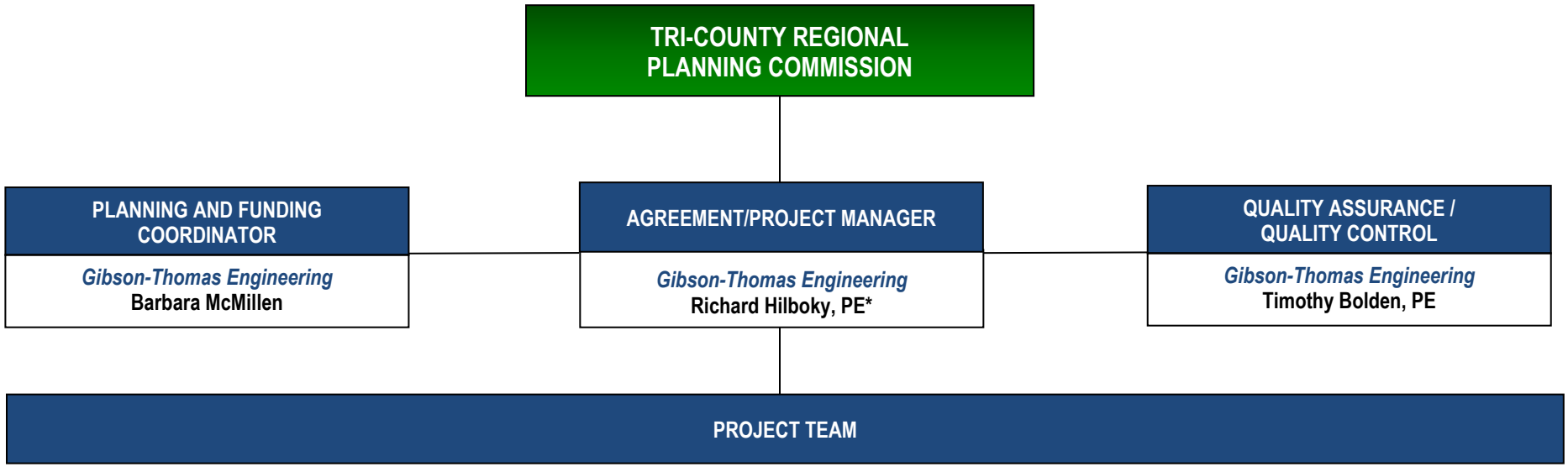
Our team's expertise encompasses the operational functions of MPOs, adherence to federal regulations (including DBE requirements for contracts exceeding $100,000), and the collaborative roles of MPOs and PennDOT in transportation planning. This knowledge enables us to effectively contribute to the development and implementation of transportation plans and programs that meet both regulatory requirements and community needs.

6) HOW HAS THE TEAM PERFORMED ON PAST PROJECTS – Gibson-Thomas has a long history of providing feasibility studies, preliminary engineering and final design for PennDOT, the Pennsylvania Turnpike Commission and local governments. Our past performance ratings and comments made by Department Staff indicates a high level of satisfaction and attests to our ability to meet and exceed expectations. Statewide ratings from PennDOT include 26 ratings of Consistently Exceeds, 96 ratings of Exceeds Expectations and 176 ratings of Expected Performance. Each of our team members have similar ratings and a high level of satisfaction with work products.

Gibson-Thomas is in our 27th year of providing engineering design services to the PennDOT District 8-0 with the identical key staff that designed our first two Dauphin County Bridge Structures, SR 1004 and SR 1021 in 1998. This key staff team has successfully completed 16 bridge replacement and rehabilitation projects, 2 superstructure replacement projects, 9 bridge preservation projects, 109 structure plan reviews, 37 Traffic Impact Statement reviews and post construction assistance with adaptive traffic signals systems for 53 intersections in Cumberland, Dauphin, and Perry counties. These projects were completed under individual Project Specific Agreements, Multiple Bridge Agreements and Open End Agreements for the District. **Gibson-Thomas** performed all work as the Prime Consultant with the exception of the NBIS Inspections and the Traffic Impact Statement reviews.

Our past performance ratings have been excellent with comments from the District Staff indicating a high level of satisfaction with our work. For our SR 0034 bridge replacement in Cumberland County, the District indicated that *"**Gibson-Thomas** did an excellent job delivering a high profile stimulus project. The firm adjusted well to an aggressive schedule and still managed to deliver a quality project. We did not encounter any major issues during construction, a result of a quality plan."* Additionally, for a three bridge replacement package in York County it was indicated that our project manager and his team *"did a commendable job of keeping the project on schedule and within budget, submissions were timely and error free; project PS&E package was submitted and reviewed with minimum errors; project was let on time. Work results exceed 99% expectation."* In another review from our Perry County two bridge replacement package, the PennDOT Project Manager stated *"Thank you Tim Bolden for all the extra effort that you and the team put out in order to advance the project let day from 2016 to 2014. I know we had major issues and public involvement challenges; however, thanks to your help and the team, I was able to deal with them and deliver a successful project."* These statements attest to the dedication and effectiveness of our staff and our ability to continually meet the needs of the District. Our Past Performance Ratings on the various parts of these Agreements includes 3-CE, 5-EE and 11-EP. We have also completed two Open End Agreements valued at a combined $2,250 Million, **E01808** and **E02455**, for the District. Our past performance Ratings through 8 work orders were 7-EP and 1-CE. Our CE rating was for Project Delivery Assistance for the District Bridge Unit and the Department Comment stated that *"The Team provided project delivery assistance for the District Bridge Unit and was consistently responsive and timely when performing reviews and providing technical assistance when necessary."*

Organization Chart
Request for Qualifications
Tri-County Regional Planning Commission
Engineer/Planner for Federal Aid Projects



ROADWAY/BRIDGE DESIGN
R. Todd Trabucco, PE, CBSI*
Nick Puzak, PE
Christine Hall, EIT
David Case, EIT, CBSI
Stan Kowker, EIT

CONGESTION MANAGEMENT
Mark C. Szewcow, PE*
Eileen N. Botti, PE, PTOE

ENVIRONMENTAL STUDIES & PLANNING
Cathy Kisenwether*
Rachel Mullen
Robert Kreamer

PLANNING/DESIGN OF TRAFFIC MANAGEMENT FACILITIES
Mark Szewcow, PE*
Eileen Botti, PE, PTOE
Jon Cowell, PE
Robert Prophet, PE
Amanda Purcell, PE
Michael Mudry, PE, PTOE

LAND USE/GROWTH MANAGEMENT PLANNING
Allison M. St. Clair, PhD, PE
David P. King, PE
Peter M. Simone, RLA, FASLA*
Pankaj Jobanputra, AICP

TRAFFIC DEMAND MODELING
Mark Szewcow, PE*
Eileen Botti, PE, PTOE
Michael Mudry, PE, PTOE
Joseph Platt, PE, IMSA
Abigail Meyers, EIT

PLANNING AND DESIGN SERVICES FOR NON-MOTORIZED TRAVEL
Mark C. Szewcow, PE*
Joseph Platt, PE
Benjamin Guthrie, PE
Peter M. Simone, RLA, FASLA*

PROJECT DEVELOPMENT
Kevin Bittner, PE
Timothy Bolden, PE

PLANNING STUDIES
Michael Mudry, PE, PTOE
Elliott Hair, PE
Benjamin Guthrie, PE
Pankaj Jobanputra, AICP

GIS/COMMUNITY VIZ
Matt Sprung
Jesse Palmer
Rob Gladfelter
David Bender

STORMWATER MANAGEMENT, MODELING & DESIGN
Joseph Nardella, CFM*
Laura Mortimore, PE, CPESC
Sarah Christopher, EIT

Gibson-Thomas Traffic Planning and Design Simone Collins A.D. Marble

** Resume Included*

RICHARD T. HILBOKY, PE – PRINCIPAL

EMPLOYMENT HISTORY
Total: 41 With Firm: 26
PROJECT ROLE
Mr. Hilboky will serve as the Agreement Manager/Project Manager.

EDUCATION / PROFESSIONAL LICENSES

University of Pittsburgh-Johnstown, BSCE 1985 – Civil Engineering

Northwestern University Traffic Institute, Certificate 1986 – Geometric Design

PennDOT, Certificate 2010 – Constructability Review Training

PennDOT, Certification 2011 – Open Plan Training

Professional Engineer, PA (PE-039859-E)

EXPERIENCE

Richard T. Hilboky, PE has been involved with the design and management of highway and bridge design projects for 35 years. He has been the Harrisburg area office manager for Gibson-Thomas Engineering since its inception in 1998. Under his guidance the office has grown from three individuals to over 20 individuals. Major projects completed include four Open-End Engineering Agreements for the Pennsylvania Turnpike Commission, SR 2011 Bridge replacement for District 2-0, five bridges in District 8-0, a culvert in District 5-0 in addition to several municipal projects.

REPRESENTATIVE PROJECTS

Active Transportation Plan, Tri-County Regional Planning Commission Under contract with the Tri-Counties Regional Planning Commission (TCRPC), Gibson-Thomas Engineering Co., Inc., is the Prime consultant for this project teamed with Simone Collins Landscape Architecture for an Active Transportation Plan (ATP) throughout the Tri-County region. TCRPC secured a grant from the PA Department of Conservation and Natural Resources (DCNR) for the preparation of the off-road sections of the ATP while additional funding is being supplied by the TCRPC for the preparation of the on-road segments. Covering Cumberland, Dauphin, and Perry Counties, and 97 municipalities, this plan will analyze current conditions for walking and biking, and identify the most important on-road routes and off road trails for connecting communities with places to live, work, and play. The Gibson-Thomas team is primarily responsible for the off-road trail routes while coordinating with the TCRPC to integrate with the on-road routes. Mr. Hilboky's responsibility was as Agreement Manager.

US 222 Bridge Preservations, Lancaster County – Project Manager. This project consisted of the preservation and rehabilitation of nine separate bridge structures under Agreement (E02885). These bridges include 2 sets of dual structures that carry US 222 which are similar in size and scope to the SR 0022 project. The remaining five structures carry roadways over US 222. Rehabilitation activities include Type 1 and Type 2 deck repairs, latex modified concrete deck overlays, joint replacement, approach slab replacement and substructure repairs. Repairs to the US 222 mainline bridges will be completed using staged construction in order to maintain approximately 28,000 vehicles per day. This project is currently under construction. This project required significant public involvement and coordination with the *Plain Sect Community* due to limited crossings of US 222 and the detours that were necessary.

SR 3015, York County – Project Manager. This project was the replacement of a 32' RC T-beam bridge with a 34' single-span P/S spread box beam bridge in Shrewsbury and Codorus Townships. Coordination included three utility owners and a private driveway entrance located adjacent to the northwest quadrant. Bridge designed and detailed using BRADD-3. Responsibilities included: surveying, right-of-way, hydrology and hydraulics, environmental analysis and permitting, geotechnical investigation, roadway design, bridge design, stream relocation design, maintenance and protection of traffic, and public involvement. Project let for construction June 2011.

SR 3066, York County – Project Manager. This project was the replacement of a 33' RC T-beam bridge with a 36' single-span P/S spread box beam bridge in West Manheim Township. Bridge designed and detailed using BRADD-3. Responsibilities included: surveying, right-of-way, hydrology and hydraulics, environmental analysis and permitting, geotechnical investigation, roadway design, bridge design, stream relocation design, maintenance and protection of traffic, and public involvement. Project let for construction October 2011.

SR 0181, York County, PA – Project Manager. This project was the replacement of a 22', RC T-beam bridge carrying SR 0181, North George Street over an unnamed tributary to Codorus Creek in Manchester Township with a 22' x 9' precast concrete box culvert and end sections. The high ADT (15,512 vpd) required its replacement utilizing a short duration detour with a maximum of 10 days. Coordination included 11 utility owners and Norfolk Southern Railroad located adjacent to the project site. Responsibilities included: Work includes survey, right-of-way, hydrology and hydraulics, environmental analysis and permitting, geotechnical investigation, roadway design, bridge design, stream relocation design, maintenance and protection of traffic, and public involvement. Project let for construction 11/2011.

SR 0054, Schuylkill County, PA. – Project Manager. This project involved the replacement of a deep corrugated metal plate arch culvert carrying Mahanoy Creek under SR 0054 in Mahanoy Township. SR 0054 in this location is a four lane divided highway and the culvert was replaced under single lane cross over traffic patterns. Shoring was required to support the roadway during stage construction. Specific tasks for this project include precast box culvert design, horizontal and vertical geometry, quantities, cost estimates and review of shop drawings and details.

SR 0034, Cumberland County, PA – QA/QC Manager. This project was the replacement of a 190', two-span steel, thru-girder bridge carrying SR 0034, Spring Road, over the Conodoguinet Creek in North Middleton Township. Responsibilities included: surveying, right-of-way, hydrology and hydraulics, environmental analysis and permitting, geotechnical investigation, roadway design, bridge design, causeway design, stream relocation design, maintenance and protection of traffic, and significant public involvement. Project was advanced nearly a year to take advantage of the American Recovery and Reinvestment Act Funding. This project recently won the AASHTO sponsored America's Transportation Award 2010 for the Northeast Region.

SR 0017-012, Perry County, PA – QA/QC Manager. This project was the replacement of a 95', 2-span RC T-beam bridge carrying SR 0017over the Cocolamus Creek in Greenwood Township. Replacement is 2-span P/S concrete spread box beam bridge on integral abutments. Traffic control included half-width construction controlled by a temporary signal and the detour of a local intersecting roadway. Work included: surveying, right-of-way, hydrology and hydraulics, environmental analysis and permitting, geotechnical investigation, roadway design, bridge design, maintenance and protection of traffic, and public involvement. Project completed for a March 2016 Let.

SR 0034, Adams County, PA – QA/QC Manager. This project was the replacement of a 22', RC T-beam bridge carrying SR 0034, Carlisle Road, over the Quaker Run in Menallen Township. Replacement is a 22' x 7.5' RCB Culvert. Coordination required accommodating a single weekend construction due to traffic control. Responsibilities included: surveying, right-of-way, hydrology and hydraulics, environmental analysis and permitting, geotechnical investigation, roadway design, bridge design, stream relocation design, maintenance and protection of traffic, and public involvement. Preliminary Engineering and Final Design completed within 15 months for a December 2012 Let.

Pennsylvania Turnpike Commission, Somerset Interchange, Five Points Intersection – Project Manager. This project was initiated with a traffic study to determine feasible alternatives to eliminate the five legged intersection immediately adjacent to the Somerset Interchange Toll Plaza. Within 150' of the toll booths, Waterworks Road, Laurel Crest Road, Entrance to the Quality Inn and Gateway Road intersect with the Commissions Access Road. Limited sight distance combined with EZ Pass traffic no longer stopping to pay tolls, have created a potentially hazardous condition for local traffic. Thirteen Alternatives were developed and assessed for satisfaction of project need, traffic mobility, environmental impact and construction cost. Public meetings were conducted to gain input and buy in from the local businesses and residents. As a result of the public involvement and environmental analysis, an alternative was chosen for development of final plans. Responsibilities included: roadway design, right-of-way plans, drainage design, structure design, environmental permitting, traffic signal design, erosion and sediment control, hydraulic analysis, stormwater management and NPDES Permits.

R. TODD TRABUCCO, PE, CBSI – DIVISION MANAGER – STRUCTURES

EMPLOYMENT HISTORY
Total: 31 With Firm: 26

PROJECT ROLE
Mr. Trabucco will serve as the Structural/Bridge Engineer and will provide bridge inspections, reuse recommendations and load assessment.

EDUCATION / PROFESSIONAL LICENSES

West Virginia University, BSCE/MSCE 1993/1995 - Civil Engineering

PennDOT Certificate 2010 Bridge Inspection Refresher Course

PennDOT Certificate 2010 Bid Package preparation & Policies

PennDOT Certificate 2010 Constructability Review Training

PennDOT Certificate 2006/2009 Open Plan & Welcom Home

PennDOT Certificate 2010 Shallow Foundations

PennDOT Certificate 2010 Introduction to Value Engineering

PennDOT Certificate 2011 Drilled Shafts

Professional Engineer, PA (PE-053477-E)

EXPERIENCE

Mr. Trabucco is responsible for managing the structural design of our various projects for the Department, the PA Turnpike Commission and our local clients. He is responsible for assigning the design and detailing tasks required for the engineering of a structure rehabilitation or replacement. He performs structural design in accordance with the design specifications. He checks calculations and plan details for completeness, accuracy and relevance to the project and compiles all necessary information for complete submissions of contract documentation related to structures.

REPRESENTATIVE PROJECTS

PennDOT Statewide NBIS Quality Assurance Contract, PA. Project Engineer. This project involved the Quality Assurance evaluation of the Pennsylvania NBIS program. A sample of bridges that represents the type and size of State-owned and locally owned bridges found in each of the Engineering Districts were inspected, load rated and compared to the most recent bi-annual inspection findings as documented by the individual District's bridge inspectors. Condition and appraisal evaluations were checked for compliance with current Federal regulations and PennDOT policy.

NBIS Local Bridge Inspections, Cumberland County, PA. Project Engineer. This project involved the bi-annual NBIS inspections for local bridges owned by Cumberland County. Inspections included R/C T-beams, steel I-beams, prestressed concrete box beams, box culverts and truss superstructures. Load Rating analyses to reflect recent inspection findings were also performed.

NBIS Bridge Inspection of Large and Unusual Bridges, District 8-0, PA. Project Engineer. This project involves the inspection of large and unusual bridges. These bridge have multiple spans and are accessible only by snooper truck. Bridges in this project included multi-cell stone masonry arch culverts, multi spans steel girders and multi span prestressed concrete girder bridges.

SR 1008, Allegheny County, PA. Project Manager. This project involved the design of the replacement bridge that carries SR 1008, Gulf Lab Road and Over the PA Turnpike in Harmar Township, Allegheny County. This bridge replacement was part of the Commission's Allegheny River Bridge Replacement Project. Tasks included oversight of

the bridge design and coordination with PennDOT, the PA Turnpike Commission and the other members of the project design team.

SR 1021, Dauphin County, PA. Project Engineer. This project is the replacement of a 105' two-span bridge carrying SR 1021, Church Street, over the Wiconisco Creek in Washington Township. Specific tasks for this project include prestressed and reinforced concrete design, horizontal and vertical geometry, quantities, cost estimates, and review of structure drawings and details.

SR 0034, Cumberland County, PA. Project Engineer. This project was the replacement of a 190' two-span steel, thru-girder bridge carrying SR 0034, Spring Road, over the Conodoguinet Creek in North Middleton Township. Work includes survey, right-of-way, hydrology and hydraulics, environmental analysis and permitting, geotechnical investigation, roadway design, bridge design, maintenance and protection of traffic, and significant public involvement. Project was advanced nearly a year to take advantage of the American Recovery and Reinvestment Act Funding. This project won the America's Transportation Award 2010 for the northeast region sponsored by AASHTO.

SR 1004, Dauphin County, PA. Project Engineer. This project involves the replacement of a single span bridge carrying SR 1004 Armstrong Creek. Specific tasks for this project include prestressed and reinforced concrete design, horizontal and vertical geometry, quantities, cost estimates, and review of structure drawings and details.

SR 0054, Schuylkill County, PA. Project Engineer. This project involves the replacement of a corrugated metal plate arch culvert carrying Mahanoy Creek under SR 0054 in Mahanoy Township. Specific tasks for this project include precast box culvert design, horizontal and vertical geometry, quantities, cost estimates and review of drawings and details.

Kennedy Boulevard Bridge No. 1 and No. 2, Westmoreland County, PA. Project Engineer. This project was the replacement of the two Kennedy Boulevard bridges and a RCB culvert within the Borough of Export under a single construction contract. Specific tasks for this project include prestressed and reinforced concrete design, horizontal and vertical geometry, quantities and cost estimates, and review of structure drawings and details.

Pennsylvania Turnpike Commission, Milepost 199 to 213.83 Total Reconstruction. Project Engineer. This project included the extension of 21 existing structures due to the widened typical section of the Turnpike Mainline. Specific tasks for this project include precast and cast-in-place concrete design, horizontal and vertical geometry, quantities, cost estimates, and review of structure drawings and details.

SR 0532, Bucks County, PA. Project Engineer. This project involved the final design of a single-cell box culvert along SR 0532 over Leonard's Creek in Bucks County. The design was in accordance with PennDOT Metric Design Standards and using current PennDOT design software. A revised culvert alignment allowed for the relocation of Leonard's Creek to improve stream hydraulics and minimize the potential for erosion.

T-431, Chase Mill Bridge, Tioga County, PA. Project Engineer. This project involved the replacement of the bridge carrying T-431 over the Tioga River in Ward Township. The project involved replacing a steel pony truss structure with a spread box beam bridge on the existing stone masonry abutments as a cost saving measure to the Township. Tasks included design, contract preparation and construction inspection.

Laurel Highlands Hiking Trail Bridge, Somerset County, PA. Project Engineer. This project involved the replacement of the bridge carrying the Laurel Highlands Hiking Trail over the PA Turnpike. This project was fast-tracked to replace the existing bridge which was an emergency demo due to extensive deterioration. Architectural enhancements were included within the bridge engineering to intermingle the bridge into the hiking trail environment.

MARK C. SZEWCOW, PE

EMPLOYMENT HISTORY
Total: 34 With Firm: 6
PROJECT ROLE
Mr. Szewcow will serve as Senior Traffic Engineer.

EDUCATION / PROFESSIONAL LICENSES

University of Pittsburgh, BSCE – 1991

Licensed Professional Engineering – 1996 (PE-050343-E) PA

EXPERIENCE

Mark has over 29 years of traffic engineering and design experience with various public and private projects, and served as the I-80 ITS Traveler Advisory System Project Manager. Mark has designed or supervised the design of over 100 traffic signals and electronic warning devices. Mark has also acted as the project engineer for many transportation planning studies.

REPRESENTATIVE PROJECTS

SR 0080 Section ITS – Traveler Informing Project, PennDOT District 10-0, Clarion and Jefferson Counties, PA – Project Manager for the design of the ITS Traveler Information System along I-80 in Clarion and Jefferson Counties. The project included 14 Portable Variable Message Signs (PVMS), six Highway Advisory Radio (HAR) towers, and 28 static signs with flashing beacons. Scope included the preliminary design and placements of the PVMS, HAR towers and signage, supervision of base mapping, environmental clearance, utility coordination, PS&E package for system installation, Operations Manual preparation and construction consultation.

SR 0038 Crash Avoidance System – ITS Warning Device, PennDOT District 10-0, North Washington and Concord Townships, Butler County, PA – Project Manager for the design of two collision countermeasure devices in Butler County. The system was designed for two intersections with sight distance restrictions, notifying travelers on the main SR 0038 route and side roads of approaching/waiting vehicles. The crash avoidance system won the 2004 Pennsylvania Partnership for Higher Quality (PPHQ) Award for Safety and the 2004 National FHWA Award for ITS.

Hot Metal Street and Water Street Signal Modification, City of Pittsburgh, Allegheny County, PA – Project Manager for the modification to a traffic signal to include bike detection and signage for a major trail crossing located in the South Side Works development.

City of Pittsburgh Central Business District Signals Project, City of Pittsburgh, Allegheny County, PA – Project Manager for the replacement of over 30 traffic signals in the City of Pittsburgh Central Business District. The project also included the expansion of the city's computerized central signal control, which was designed by another consultant. The project was funded by Federal Funds and had PennDOT oversight.

CHAR-WEST COG Traffic Study, Robinson, Moon, North Fayette and Finley Townships, Allegheny County, PA - Project Engineer for the analysis of twelve intersections in four municipalities to determine the impact of Pittsburgh International Airport on traffic patterns.

SR 0022 Section 022 & SR 0422 Section 422, PennDOT District 10-0, Burrell Township, Indiana County and Summit Township, Butler County, PA – Project Manager for the design of two actuated "Red Signal Ahead" signs. The project included preliminary field view, preparation of base drawings, utility coordination, traffic preliminary and final traffic signal design plans, traffic control, final PS&E, and construction consultation.

Homewood Transportation and Pedestrian Project, City of Pittsburgh, Allegheny County, PA – Acted as project Manager for a streetscape project that was administered by The Urban Redevelopment Authority (URA) of Pittsburgh. The project received TAP funding so it followed the PennDOT Design Development guidelines. The project included highway lighting, sidewalk, a school speed limit flasher, and street furniture.

State Street (SR 3008) Streetscape Design/Build Project. City of Sharon, Mercer County, PA – Project Manager for a PennDOT Design/Build Project that included the design of five traffic signals, Maintenance and Protection of Traffic Plan (MPT), Utility Coordination, Environmental Permitting, and ADA curb ramp design.

Petroleum Street Railroad Preemption Project, Oil City, Venango County, PA – Acted as Project Manager for the installation of railroad preemption at a traffic signal along Route 8 near a heavily utilized railroad crossing. Project included coordination with the Railroad, Oil City, and PennDOT District 1-0.

District 12-0 Bridge Preservation Project, Westmoreland County, PA - Project Manager for the preparation of MPT plans for five local bridge rehabilitations. The MPT plans included temporary roadways, detours and temporary traffic signals.

I-376 Campbells Run Road Bridge MPT Plan, Robinson Township, Allegheny County, PA - Project Manager for a design/build MPT project that rehabilitated a bridge structure along I-376 over Campbells Run Road. The MPT plan included a two phase design to minimize traffic impacts along his highly traveled corridor.

SR 0356 Section 270 – Traffic Signals, PennDOT District 10-0, Butler Township, Butler County, PA – Project Manager for the design of seven traffic-responsive interconnected traffic signals along SR 0356.

US 322 Railroad Flasher, Derry Township, Mifflin County, PA – Project Manager for the installation of a flashing warning device at an at-grade rail crossing along US 322. What makes this project unique is that it was the only at-grade rail crossing within limited access right-of-way in the Commonwealth of Pennsylvania. The use of wireless technology was used to operate the devices.

SR 0837 Section A11 – Traffic Signals, Partnership with PennDOT District 11-0, Boroughs of West Homestead and Homestead, Allegheny County, PA – Project Manager for the design of four traffic-coordinated traffic signals along SR 0837 near the Waterfront Development in Allegheny County.

Tri-Community Revitalization Project, Scott Township, Carnegie and Heidelberg Boroughs, Allegheny County, PA – Project Manager for a one-mile-long streetscape project located within three municipalities. The project was federally funded and had PennDOT oversight. The project included decorative street lights, plantings and crosswalks.

SR 0837 Section A12 – Traffic Signals, Partnership with PennDOT District 11-0, Boroughs of West Homestead, Homestead and Munhall, Allegheny County, PA – Project Manager for the design of 12 interconnected traffic signals for the Waterfront Development.

JOSEPH N. NARDELLA, CFM – WATER RESOURCES

EMPLOYMENT HISTORY
Total: 44 With Firm: 7
PROJECT ROLE
Mr. Nardella will serve as the Water Resources Manager/Project Coordinator.

EDUCATION / PROFESSIONAL LICENSES

Bachelor of Arts, Geo-Environmental Studies, Shippensburg University – 1981

Association of State Floodplain Managers, Certified Floodplain Manager (CFM) – Certification US-13-07033

EXPERIENCE

Mr. Nardella has a diverse background, which adds further depth to Gibson-Thomas' experience and to this project. He has over 36 years of experience in Federal, State and municipal based projects, including land development and urban based projects. He has over 27 years of experience with PennDOT roadway and bridge projects. He has over 16 years of experience in a variety of conceptual development and masterplan projects throughout the central and eastern part of Pennsylvania. He is experienced in understanding and working within municipal ordinances and has a thorough knowledge of State design criteria and regulations including PennDOT, PADEP and County Conservation Districts.

REPRESENTATIVE PROJECTS

Active Transportation Plan, Tri-County Regional Planning Commission Under contract with the Tri-Counties Regional Planning Commission (TCRPC), Gibson-Thomas Engineering Co., Inc., is the Prime consultant for this project teamed with Simone Collins Landscape Architecture for an Active Transportation Plan (ATP) throughout the Tri-County region. TCRPC secured a grant from the PA Department of Conservation and Natural Resources (DCNR) for the preparation of the off-road sections of the ATP while additional funding is being supplied by the TCRPC for the preparation of the on-road segments. Covering Cumberland, Dauphin, and Perry Counties, and 97 municipalities, this plan will analyze current conditions for walking and biking, and identify the most important on-road routes and off road trails for connecting communities with places to live, work, and play. The Gibson-Thomas team is primarily responsible for the off-road trail routes while coordinating with the TCRPC to integrate with the on-road routes. Mr. Nardella's responsibilities include Project Coordinator.

Cedar Spring Run Park Master Plan, Cumberland County, PA. *Lower Allen Township.* Mr. Nardella worked with Simone Collins Landscape Architecture to provide necessary streambank, aquatic habitat, and environmental features assessments as well as forested riparian buffer recommendations for the Cedar Spring Run Park Master Plan. The project scope involved preliminary Engineering and Final Design contract to progress the concepts developed in the Master Plan through to construction. Responsibilities include, Infiltration testing, BMP designs, E &S Control Plans, Stream Encroachment and Floodplain Analyses, regulatory/NPDES permitting, development of plans specifications and estimates Mr. Nardella was the Water Resources manager responsible for providing hydraulic and hydrologic analyses and permitting investigations.

Market Street Streetscape Master Plan, Camp Hill, Cumberland County, PA Gibson Thomas Engineering, teamed with Simone Collins Landscape Architecture, was retained by the Borough to develop a masterplan that would help unify the identity of the 10-block central business district along Market Street and to utilize available resources creatively to be a catalyst to revitalization of the Market Street environment. Tasks included providing field surveys, developed existing base mapping, traffic, traffic calming signalization and crosswalk assessments and Stormwater Management concepts.

Pine Creek Connector Trail, Lycoming County, PA. *Borough of Jersey Shore*. The master plan involved preliminary engineering, environmental clearance, NEPA documentation, final design, E&S control, stormwater management, utility investigations, field surveys, and Plans, Specifications and Estimates (PS&E) submission through the PennDOT ECMS

process. This project dealt with a 1.5-mile extension of the Pine Creek Trail in Lycoming County, from the existing southern trailhead to the Susquehnanna River at Jersey Shore, Pennsylvania including an at-grade railroad crossing, paralleling the SEDA-COG Joint Rail Authority railroad, and a "share the road" section that included ADA curb cut ramps, signage, pavement markings and kiosk design. The scope of the project required the trail be aligned within a restricted area bordered by the railroad, open-water sources, and steep slopes. Coordination with PennDOT and the SEDA-COG Joint Rail Authority was key to the successful completion of this design. Mr. Nardella was the Project Manager responsible for E&S control plan, drainage, stormwater BMPs for this DCNR-funded project.

Variety Club Camp Master Plan Worcester Twp, Montgomery County, PA Variety Club Camp is a 77 acre site located within Worcester Township in Montgomery County, PA. An overnight camp with groupings of cabins and a lodge style dining hall providing year-round services to all children up to age 21 with temporary and/or permanent disabilities resulting from injury, illness, or congenital conditions. The master site plan was prepared to set the institution's course for the next 20 years including a guide for the expansion of campus facilities that will fulfill the priorities of the Strategic Plan. Working with Simone Collins, Mr. Nardella acted as Gibson-Thomas's Project Manager, to assess the concepts, design, costs and potential impacts to the proposed Camp expansion on the runoff characteristics and distribution of stormwater. Recommended mitigation measures were per Township, PADEP requirements and mitigated using design concepts following the Township Ordinances, MS4/NPDES criteria, and Montgomery County Conservation District, and the PA Stormwater BMP Manual. Gibson-Thomas also conducted an assessment of the existing septic system and develop recommendations for upgrades or additional systems.

Koons and Wolfersberger Parks Master Plan, Lower Paxton Township, Dauphin County, PA. Koons Park, is a heavily used 28-acre facility that has served the townships' residents and surrounding area since it was created in 1958. By today's standards, the park has numerous shortcomings including, safe park access, sufficient parking facilities, adding sports facilities and upgrades to existing sports facilities, efficient and optimal stormwater facilities.**Wolfersberger Park** is a 91.5-acre park that is primarily open space. This area's very steep topography is has been identified by the Township for passive recreation. The goal for the master plan was for the two parks to be developed as sister facilities and to create one plan that addresses both parks providing comprehensive/coordinated usage for its citizens while respecting the land/environment and develop sustainable design principles and use materials as appropriate.

The project scope was to provide civil engineering overview and assessment during the Master Plan process. In that capacity, Mr. Nardella examined the teams work from the standpoint of Local, State and Federal regulatory compliance including, NPDES compliance, stormwater/post construction stormwater management, floodplains, and good basic engineering practice for this DCNR grant funded project. This effort included park design and sequencing recommendations to minimize/mitigate potential environmental and stormwater management impacts using best management practices, cost and operation and maintenance estimates.

Camp Olympic Park Master Plan, Lower Macungie Township, PA. *Lower Macungie Township.* This project involved the master plan for a 102-acre park and trail system located in a High-Quality Coldwater Fisheries Watershed and an area of high flood inundation that contains a Class A Wild Trout Stream. The main goals of the master plan included creating a sustainable community park and trail system while minimizing park maintenance and downtime after flooding events. The park's location at the confluence of the Little Lehigh and Leibert Creeks presented unique floodplain, stormwater, and operation/maintenance challenges. The approved master plan provided a palette of several incremental goals and measures to be accomplished over the next 15 years including; relocation of Leibert Creek; restoring streambanks, improved stormwater management, installing a trail system; reusing existing site buildings; and adding a new access road, restrooms, pavilions, sports and play areas, and other facilities in areas of the park. Mr. Nardella was the Project Manager responsible for floodplain, stream relocation, stormwater studies and regulatory permitting assessment for this DCNR-funded project.

SIMONE LANDSCAPE ARCHITECTURE COLLINS

PETER SIMONE, RLA, FASLA

President
psimone@simonecollins.com

Pete co-founded the firm in 1990, after practicing in the Philadelphia region since graduation from Rutgers University in 1975. He serves as managing partner and works on the breadth of the firm's projects. Pete was elected a Fellow in the American Society of Landscape Architects in 2005. He enjoys rowing, hiking, and bike riding on some of the many trails that Simone Collins has planned.

SELECTED PROJECTS

Recreation

- **Southern Park Master Plan and CDs**, New Castle County, DE
- **Miry Run Master Plan and CDs**, Mercer County, NJ
- **Detweiler Park Master Plan**, Dauphin County, PA
- **Wissahickon Park MP & CDs,** Whitpain Twp., Montgomery County, PA
- **Friendship Park MP & CDs,** Tredyffrin Township, Chester County, PA

Multimodal Transportation / Connectivity

- ***Active Transportation Plan,*** *Tri-County Regional Planning Commission, PA*
- **Renaissance Park Connectivity Plan,** *U. Merion Twp. Mont. Co., PA*
- **Upper Macungie Twp. Vision Zero Action Plan,** *Lehigh County, PA*
- **Walk Bike Bloomsburg Connectivity Master Plan**, Columbia County, PA
- **Walk Park Train Abington Plan, Grant Writing & CDs**, Montgomery Co. PA
- **Radnor Greenways/OS Network Trail Plan, GW & CDs**, Delaware Co. PA
- **Millerstown Borough Connectivity Plan,** Perry County, PA

Planning

- **TOD Zoning**, City of Reading, Berks County, PA
- **Mt. Penn Preserve Master Plan**, City of Reading, PA
- **West Conshohocken Vision Plan,** Montgomery County, PA
- **Carroll Twp. / Dillsburg Bor. Comp Plan** - 2025, York Co., PA
- **KOP District Planning/Zoning/Grants,** Montgomery Co. PA
- **Towamencin Twp. Comp Plan -2025**, Montgomery Co. PA

Ecological Planning

- **Green Lane Park Master Plan,** Montgomery County, PA
- **Randolph Woods Preserve, MP & CDs,** Malvern, Chester County, PA
- **Upper Mt. Bethel Preserve Master Plan**, Northampton County, PA
- **Minsi Lake Greenway & Corridor Master Plan**, Northampton County, PA
- **Hellam Hills Conservation Area Master Plan**, York County, PA

REGISTRATIONS

New Jersey	21A00014700
Pennsylvania	LA000688R
Delaware	129
Massachusetts	1168
New York	000832-1
Maryland	531

EDUCATION

Rutgers University, B.S. in Landscape Architecture, 1975

AFFILIATIONS

Fellow - American Society of Landscape Architects
Member - Pennsylvania Planning Association (PPA)
Member - American Planning Association (APA)
Member - Urban Land Institute
Greater Valley Forge - TMA

Cathy Kisenwether

SENIOR ENVIRONMENTAL SCIENTIST

PROJECT ROLE: Project Manager
EDUCATION: BS/Environmental Resource Management, Pennsylvania State University,1991
PROFESSIONAL AFFILIATIONS: Pennsylvania Association of Environmental Professionals; Women in Transportation Seminar
EXPERIENCE HIGHLIGHTS: Rosgen Applied Fluvial Geomorphology, Wildland Hydrology; Rosgen River Morphology and Applications, Level II, Wildland Hydrology; Rosgen River Assessment and Monitoring, Level III, Wildland Hydrology; Rosgen River Restoration and Natural Channel Design, Level IV, Wildland Hydrology
YEARS OF EXPERIENCE: 32

Cathy Kisenwether has over 30 years of experience and has been responsible for all facets of the environmental documentation process, including natural resources data collection, field investigation, agency coordination, public involvement, and technical writing of all NEPA documentation. She has been trained in fluvial geomorphology and has an extensive background in the identification, delineation, and creation of wetlands for both private and government clients in the Mid-Atlantic. She has worked in assessing chemical properties of soils and hydrology in wetland settings and relating this data to the wetland's functional values. She is experienced in consultation with the USACE and PADEP for wetland jurisdictional determinations, wetland mitigation, and stream restorations.

S.R. 0741, Section 025, Millersville Road Preservation over the Conestoga River. PennDOT District 8-0.

Project Manager for this bridge preservation project on the boundary of Lancaster and Pequea Townships in Lancaster County. Environmental studies consisted of an wetland identification resulting in a Letter of No Wetland Finding; a Pennsylvania Historic Resource Survey Form for a nearby farm resulting in a recommendation of not eligible for the National Register (NR) of Historic Places; a northern long-eared bat tree cutting restriction; coordination with the PFBC for a threatened species; and a BRPA. In addition, Phase 1 Archaeology resulted in the identification of a new archaeological site, the Slaugh Site. Proposed bridge access would have impacted the site, but the use of protective timber matting during construction was utilized for protection resulting in a no adverse effect. The Conestoga River is a PFBC water trail, requiring an Aids to Navigation Plan and a Section 4(f) Temporary Occupancy Form. A campground located in one of the quadrants required additional coordination and special provisions on the Traffic Control Plan.

Twenty bridge replacements/preservations, including two bridges eligible for the National Register of Historic Places, in Adams, Cumberland, Franklin, and York County. PennDOT District 8-0

Sr. Environmental Scientist. Assisted in a botanical survey resulting in a positive finding of the Pennsylvania Endangered species Ribes missouriense (Missouri gooseberry). Completed the Phase 1 Bog Turtle Habitat assessment of the wetlands within the project area. None of the three wetlands surveyed were found to meet the criteria associated with suitable bog turtle habitat. Technical review of the Section 4(f) No Use document and Categorical Exclusion Evaluation.

S.R. 4011, Section 020 (North Anneville Township) and S.R. 0343, Section 004 (Bethel Township), Lebanon County, PennDOT District 8-0

Project Manager. Completed Bridge and Roadway Programmatic Agreement forms for two bridges scoped for selected bridge preservation activities. Wetland Identification and Delineation Reports and Phase 1 Bog Turtle Habitat Surveys were needed for each bridge. Coordination was needed with the Pennsylvania Fish and Boat Commission for Special Concern species Alasmidonta marginata (Elktoe) for S.R. 0343 and with the Pennsylvania Department of Conservation and Natural Resources for an unidentified plant species at S.R. 4011. In addition, Aids to Navigation Plans were needed for each bridge and a Section 4(f) for the temporary use of Swatara Creek, listed as a water trail by the Pennsylvania Fish and Boat Commission, was required.

Pennsylvania Department of Transportation

Consultant Qualifications Package

Resumes

Resume #		**Firm**	TPD
Name	Robert Prophet, PE	**Title**	Vice President – Highway Services

Primary Responsibilities

Project Management and Quality Control/Quality Assurance

Years Experience:	**With This Firm**	30	**With Other Firms**	1

Education

Institution	Degree(s)	Year	Specialization
Villanova University	M.S.C.E.	2000	Civil Engineering
Drexel University	B.S.C.E.	1995	Civil Engineering

Active Registration

Year first registered: 2000, Professional Engineer (PA, NJ, DE) – PA # PE-055638E

Disciplines: Civil Engineering – Transportation

Other Experience and Qualifications

Rob serves as Vice President of TPD's Highway Services Department and has served in this role for approximately 15 years. In this capacity, Rob is responsible for developing business plans, staff management, scheduling, budgeting and quality assurance reviews, as well as preparing and reviewing technical and price proposals and various business development activities. In his role as Project Manager, Rob is typically responsible for client interaction, the management of technical resources, schedules and budgets and the review of plans, specifications and estimates. Rob is directly or indirectly responsible for the preparation of Construction Plans, Traffic Signal Plans, Traffic Control Plans, Signing and Pavement Marking Plans, Cross Sections, Erosion and Sedimentation Control Plans, utility coordination, permitting and right-of-way documentation. Project experience includes mainline total reconstruction, interchange modifications, corridor widening, intersection improvements, traffic signal corridor improvements and bridge replacements.

Market Street Streetscape Phase II and SRTS Design, *Lemoyne Borough, Cumberland County, PA* - Principal-in-Charge for Highway Design for the development of conceptual plans and related cost estimates to address intermodal connectivity including bicycle, pedestrian and transit access (including a Safe Routes to School (SRTS) corridor). Refined conceptual plan to match current funding levels and facilitated a series of consensus building meetings with key project stakeholders.

SR 4025, Section 007 Corridor Improvement and Intersection Realignment Project, *Lancaster County, PA (District 8-0)* - Project Manager responsible for preliminary engineering and final design of the intersection of Cloverleaf Road and Schwanger Road. The project involved intersection realignment, re- profiling to eliminate a crest vertical curve, and signal installation.

SR 0011, Section 075 Intersection Improvements, *Greene Township, Franklin County, PA (District 8-0)* - Project Manager responsible for preliminary engineering and final design for the intersection improvements of Route 11/Route 997. The project involved intersection widening for turn lanes and the installation of a new traffic signal.

SR 0041, Sections 002, 003 and ZOK Corridor Improvement Projects, *Lancaster & Chester Counties, PA (District 6-0 and 8-0)* - Project Manager and Senior Project Engineer responsible for preliminary engineering and final design of 2-1/2 miles of roadway reconstruction and widening between SR 0030 and Christiana Borough to provide for the addition of a truck climbing lane and dedicated turning lanes. The projects also included the replacement of a single-span structure and signalization at two intersections.

PennDOT District 6-0 Engineering and Environmental Open-End (E01213), *(District 6-0)* - Agreement Manager responsible for the administration of a $300,000 Engineering and Environmental Open-End Agreement. To date, TPD has been assigned three separate work orders to provide the following services: design of a bridge replacement project, construction services for an intersection improvement and bridge project, and preliminary engineering for a roadway widening project.

PennDOT District 6-0 Engineering and Environmental Open-End (E03093), *(District 6-0)* - Agreement Manager responsible for the administration of a $500,000 Engineering and Environmental Open-End Agreement. Assigned three separate work orders: construction services and oversight for 1.5-mile reconstruction project, bridge replacement project, signals coordination project.

PennDOT District 6-0 Plans Unit Support Open End Agreement (E05394), *(District 6-0)* - Agreement Manager responsible for administration of a $1.5 million agreement to provide design and management support to the District Plans Unit. To date, we have been assigned a total of five (5) work orders which include a general support work order, three bridge replacement work orders and one corridor improvement project. TPD will be completing the TS&L and Final structure plans for the three bridge replacements.

PTC Replacement of Bridge No. EB-311 at MP 250.09, *Dauphin County, PA* - TPD Project Manager for the replacement of North Union Street over the PA Turnpike. TPD is a subconsultant, responsible for preparing Traffic Control Plans and traffic analysis for the proposed detour route.

PennDOT District 5-0 LVTS Region - Consultant Project Management (E03972), *(District 5-0)* - Serving as Consultant Project Manager for 4 separate agreements in the LVTS Region of PennDOT District 5-0, including a corridor improvement project, an intersection widening project, a cable median guide rail installation project and 4 signal corridor upgrade projects. Administrative responsibilities include review and processing of consultant invoices, agreements, and supplements on behalf of the District. Additional responsibilities include managing consultants, attending status meetings, attending public meetings, stakeholder coordination and financial planning and programming.

PennDOT District 5-0, SR 0061, Section 14M, Total Reconstruction (E03175), *Frackville Borough, Schuylkill County, PA (District 5-0)* - Project Manager responsible for the design of a four-mile corridor improvement project in Schuylkill County, PA, which involved total roadway reconstruction, and 2.5 miles of new guide rail improvements, the replacement or rehabilitation of nine (9) structures, the installation of three (3) retaining walls, and various safety and operational upgrades. In addition, TPD completed the design of a new 109-foot span monotube sign structure which replaced an existing deteriorated truss sign structure in the same vicinity. Additional improvements included the installation of a CCTV Camera, DMS Boards, Road Weather Information System, and Dynamic Curve Message Signs. TPD was responsible for the design of all ITS related features.

DRPA General Engineering Consulting Services – Traffic & Transportation Engineering, *Delaware River Port Authority* - Agreement Manager responsible for oversight and quality control of Work Orders 1, 2 & 3. WO 1 involved evaluation and recommendations for the replacement of attenuating devices. WO 2 involved sign inventory for retro reflectivity testing and evaluation of ITS equipment. WO 3 involves a pavement evaluation on Route 90 approach to BRB. TPD was recently selected for a second GEC agreement. WO 1 under this new agreement involves the design of the replacement of attenuating devices at all four DRPA owned bridges.

Engineering, Environmental, Construction Services and R/W Acquisition Services for SR 81, Sec. 318 (MPMS 117835) (E06087), *PennDOT District 4-0, Various Municipalities, Luzerne County, PA* - Rob is serving as TPD's PM. Services will include providing MPT Plans, Signing and Pavement Marking Plans, and general engineering support for the reconstruction of I-81 (from approx. the NB Rest Area & Mile Marker 162) including bridge replacement and preservation activities in Luzerne County. The Construction is valued at $200 million, with up to $30 million for the design value of the agreement and will span for a period of ten (10) years.